Trade and Industry

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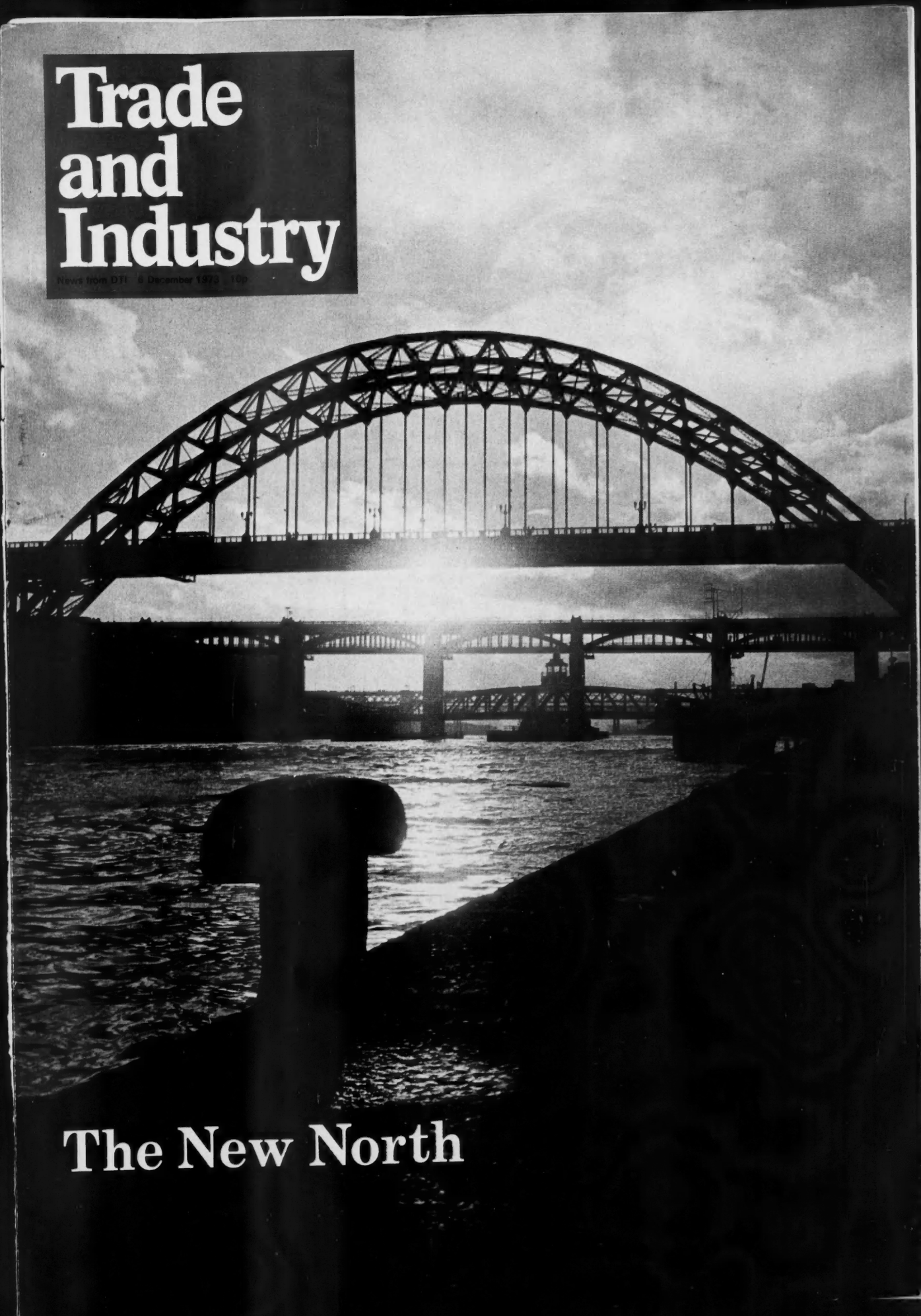

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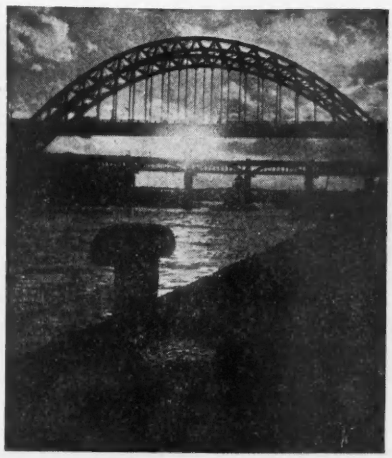

The sun shining through the bridges spanning the Tyne at Newcastle symbolises the key to the new prosperity of the north—improved communications. The New North begins on Page 510.

Photo: Trevor Grey, DTI Photo Unit

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The New North

Ron Dearing, Regional Director, Northern Region, DTI.

It is one of the country's best kept secrets—in spite of all attempts to make the facts known—that a second social and industrial revolution is sweeping through Northern England.

PERHAPS 'revolution' is too bold a term to describe a process of creative change, and one too strong in its emotional implications to denote an industrial process in which trade unions have worked alongside management with common purpose. But certainly the scale of the problem facing the five northern counties—Cumberland, Durham, Northumberland, Westmorland and the North Riding of Yorkshire—and the scale of achievement since the mid-fifties bring this term to mind.

As this is a personal note, I confess coming to the North 18 months ago with as limited a knowledge of what has been happening as many others who have spent their working lives in the South or the Midlands. This is probably because our impressions of the North have been moulded by awareness of the harsh tragedy of Jarrow in the 1930s; the continuance of unemployment, the suspected effect on amenity of neglected old colliery workings, and the effects of urban decay in towns created in the nineteenth century and suffering from subsequent years of industrial decline. While all these factors have left their mark, and while it will be many years yet before they are finally erased, I had not realised how, over the past 20 years, a new North of England has been emerging which is much more nearly the true representative image of this region.

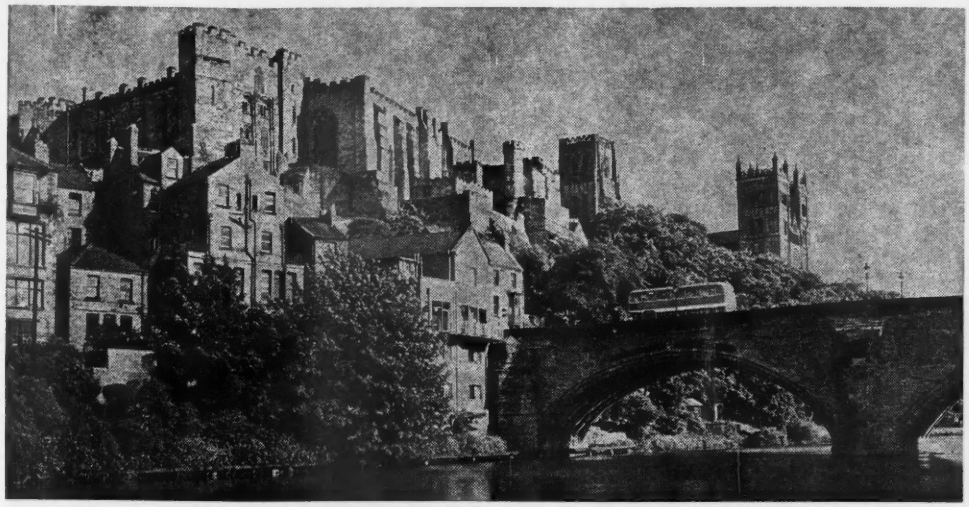
The core of the North's problem lies in the decline in the fortunes of the three industries which created its wealth in the nineteenth century. Coalmining has suffered by far the most severely with the loss of 85,100 jobs since 1960. This represents a drop of nearly 20 per cent in the number of jobs available for men in the whole of manufacturing and mining industry throughout the region. In large areas, and in West Durham in particular, the loss was much more severe. In parts of the region, like West Cumberland where only one colliery remains, the industry has almost been eliminated.

It was the acute problems of such coalmining areas that led to the creation of Special Development Areas by the Government in 1967. But while coal caused widespread and acute difficulties, there have also been heavy losses of employment in the iron and steel industry and in shipbuilding. More recently the setback to the nuclear power programme and the cut back in orders for power stations has been a contributory factor to the level of unemployment.

The decline of the older industries might have been offset by the operation of normal market forces had the British economy as a whole been growing strongly over the past 20 years. In these conditions, manufacturing industry in the South, facing acute shortages of labour and enjoying the prospect of a firmly expanding demand for its products, would have looked to areas like the North for the land and labour they needed for expansion. But growth has at best been spasmodic and the economy as a whole has lacked the dynamism to draw redundant resources in Development Areas back into production. And as chance would have it, neither the motor, aerospace, nor computer industries, as the main sources of industrial growth of the last generation, had any roots in the area from which vigorous internal growth might be generated. Moreover the North suffered from geographical remoteness from the main British markets, its communications with the Midlands and South were indifferent, and much of its infrastructure was worn out.

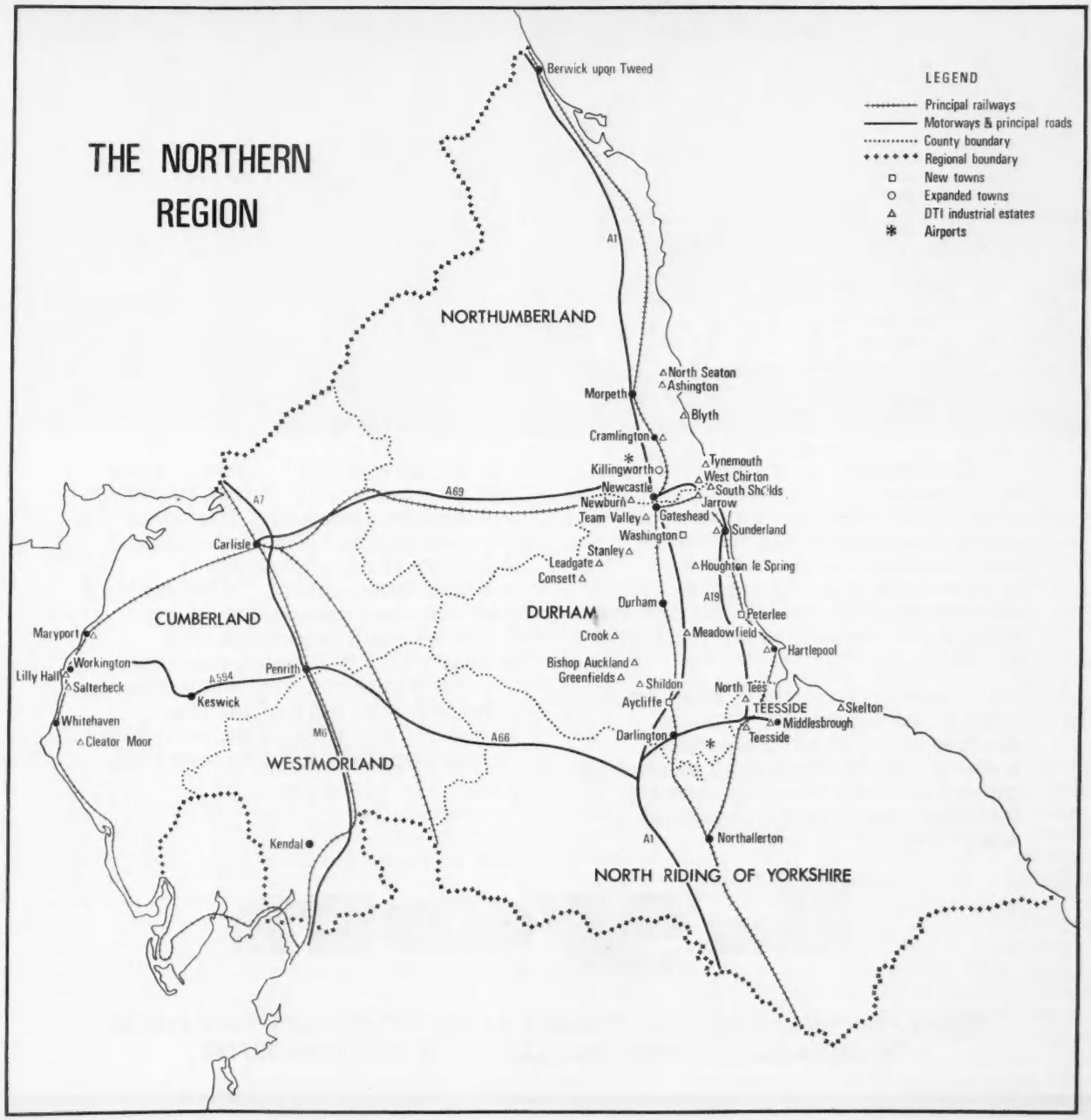
In such circumstances positive measures by successive Governments to foster the development of new industries have been essential. Among the measures taken, and arguably the most imaginative, has been a policy of large-scale Government factory building on carefully chosen estates managed for the Department of Trade and Industry by the English Industrial Estates Corporation. The Northern Region now has 450 firms occupying such factories, which between them employ over 100,000 workers, more than the current combined employment in coalmining and shipbuilding. This single statistic is perhaps the most vivid indicator of the scale of the change that has taken place in the North since the time of the Jarrow march.

The significance of these factory estates lies in a combination of factors. First, they are located in areas providing access both to labour and communication to markets. Second, through centralised management, standards of layout and



Despite having been at the centre of a coalfield, Durham remains one of the most attractive cities in the North East, dominated(left) by its impressive castle and Norman cathedral.

Map of the Northern Region of the Department of Trade and Industry (below); the Regional Offices are based in Newcastle at Wellbar House, Gallowgate.



The location of a new factory is probably the most significant single factor, because it controls so many other important functions such as distribution and the proximity to airports, docks, motorways, the availability of local labour and housing and amenities for them.

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maintenance can be high to attract both employer and employee. Third, whenever a factory is built, room for fourfold expansion is normally provided and the Department is normally willing to finance this. Finally, the Department is prepared to build factories in anticipation of need, so that when the economy is buoyant, premises are available in the region for companies looking for an opportunity to expand. These factors, together with a fairly standard offer of a two-year rent-free period to help overcome start-up costs, can pay quick dividends. In the last year approximately 60 factory units have been committed to users and a further 24 are being built for completion next summer.

It is not, however, the function of Government to replace the private sector as the main source of factory building and, since almost the whole of the five counties rank as Development or Special Development Areas, grants at 20 to 22 per cent towards the cost of factory construction are available. The same grants are paid on new plant and machinery. Such grants are equally available to local firms expanding their business, to incoming firms from any part of the world, and for expansion by incomers. This even-handed treatment of new and existing companies recognises that growth depends not only on attracting new industry but in fostering internal expansion. The region is now a centre of manufacturing for the electronic and telecommunications equipment industry, scientific equipment, plastics, textiles and clothing, chemicals, pharmaceuticals, furniture, foodstuffs, 'white goods' and advanced engineering.

Industrial growth has been particularly buoyant since the summer of 1972 and here the selective powers of financial assistance then introduced by the Industry Act have been helpful. Offers of assistance by grant and loan on 154 projects had been made by the end of October. These offers, amounting to £12.5 million, lie behind projects with a total estimated cost of £100 million and expected to provide 13,000 jobs.

Factories, grants and loans, are all valuable, but in the long term an investment will only prosper if the basic industrial logic of a decision is right. In this sense therefore the growing success of the five northern counties is deriving from deeper causes than these direct forms of Government financial help to industry. A number of powerful influences are at work.

The face of the North has been changed by massive investment in its social capital. Outworn housing is being cleared away on a large scale and, with improvement grants at 75 per cent, the building industry has been in conditions of boom as it has coped with the demand to modernise the sounder old property. Several town centres are benefiting from major new construction schemes and in both Newcastle and Sunderland new civic centres of outstanding architectural merit have been built, while Billingham in Teesside has created a recreational centre of national significance.

In this process of reconstruction, the local authorities are showing sensitivity to the need to maintain buildings of quality and they have been vigilant to foster the use of Government grants to clear away the century-old grime on such buildings. The changes taking place here are fully comparable with the transformation of the industrial inner core of London, but with the benefit that a more plentiful availability of land makes possible more varied redevelopment and less dependence on high rise flats.

It is now over 300 years since Sir William Brereton wrote:

> 'Newcastle is beyond all compare the fairest and richest town in England, inferior for wealth and building to no city save London and Bristol'.

With the recent revelation of the grime-cleared face of the buildings erected at the height of the prosperity of the northern cities in late Victorian times, and with the scale of reconstruction of derelict areas taking place, cities like Newcastle are re-emerging as centres of urban distinction.

Outside the existing towns the most striking underlying influence on industrial renewal has lain in the construction of a major new system of roads over the past decade, providing both improved internal communication within the North and swifter access to the South. This investment has been complemented by the construction of five new towns, each strategically linked to motorway quality roads to the South. These new towns have been magnets to new industry.

More controversially, but of major potential significance to the geography of the area, has been Britain's entry into the European Economic Community. This has changed the geography of the North East from an industrial outpost of England to what in terms of communications might be described as the heartland of North Western Europe. With an economy concentrated into a 20-mile deep coastal belt stretching from the Tyne to the Tees, this area, with major modern port facilities, is approximately 300 miles from Rotterdam. With its ready availability of labour and industrial sites it would well prove a strategic centre for companies seeking a European market.

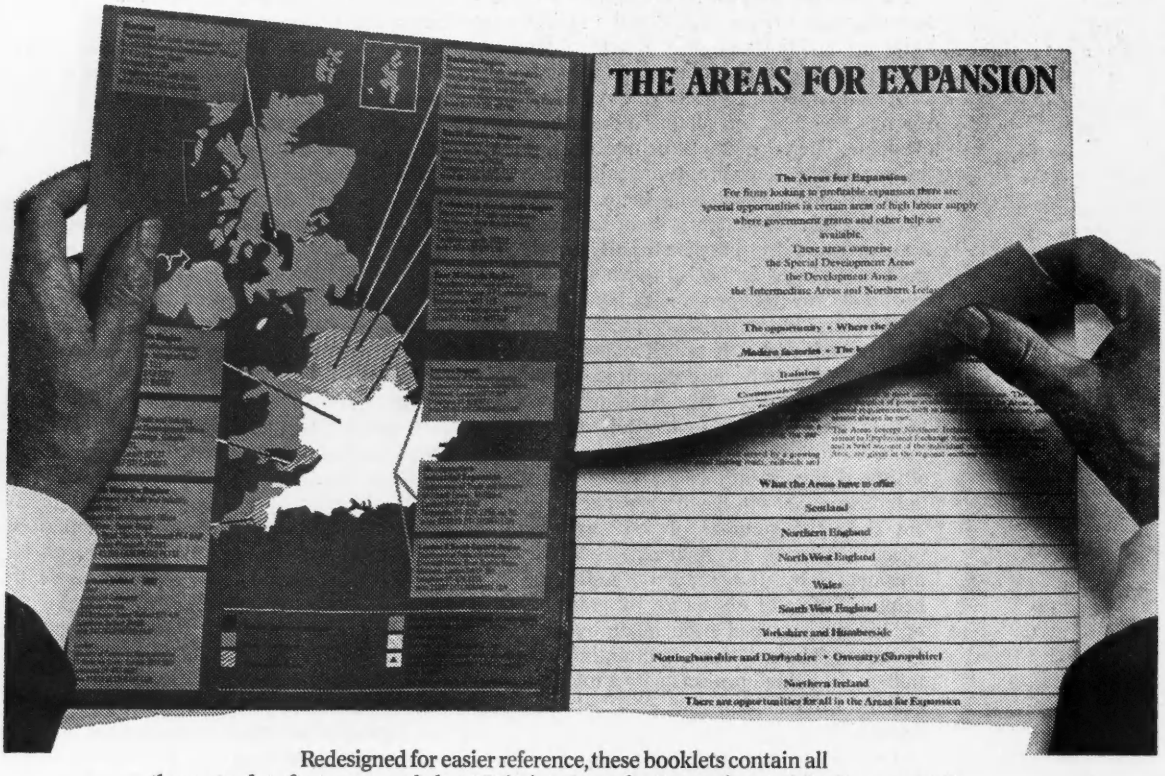
The discovery of oil in the North Sea is also having a growing impact. While the discoveries have been predominantly off the Scottish coast, the long-established engineering—and particularly marine engineering—base of the North East means that it can look for extensive fabrication and engineering opportunities.

Already North Sea oil is offering employment directly to 3,000 men in the area and the level has been growing strongly. The decision to bring Ekofisk oil to Teesside means a potential delivery of 50 million tons of oil a year with growth potential in the long term for refining, petrochemical and shipping development.

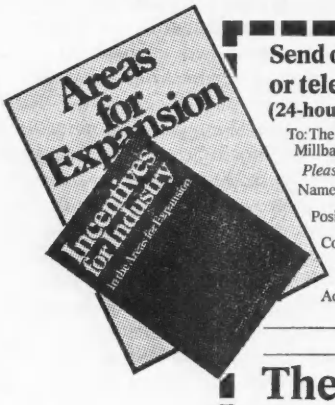
Teesside will also benefit from the decision a few months ago by the British Steel Corporation to build Europe's largest steelworks at Redcar. With an investment of almost £1,000 million on steel in the area, oil developments, and future investment by the chemical industry, which is already well established on Teesside, the industrial structure of the area has clearly been defined and the long-term prospect is of growth.

Latest information on The Areas for Expansion.

No firm should be without these booklets "Incentives for Industry" and "The Areas for Expansion."



Redesigned for easier reference, these booklets contain all the up-to-date facts you need about Britain's Areas for Expansion and the Government's package of incentives to industry.



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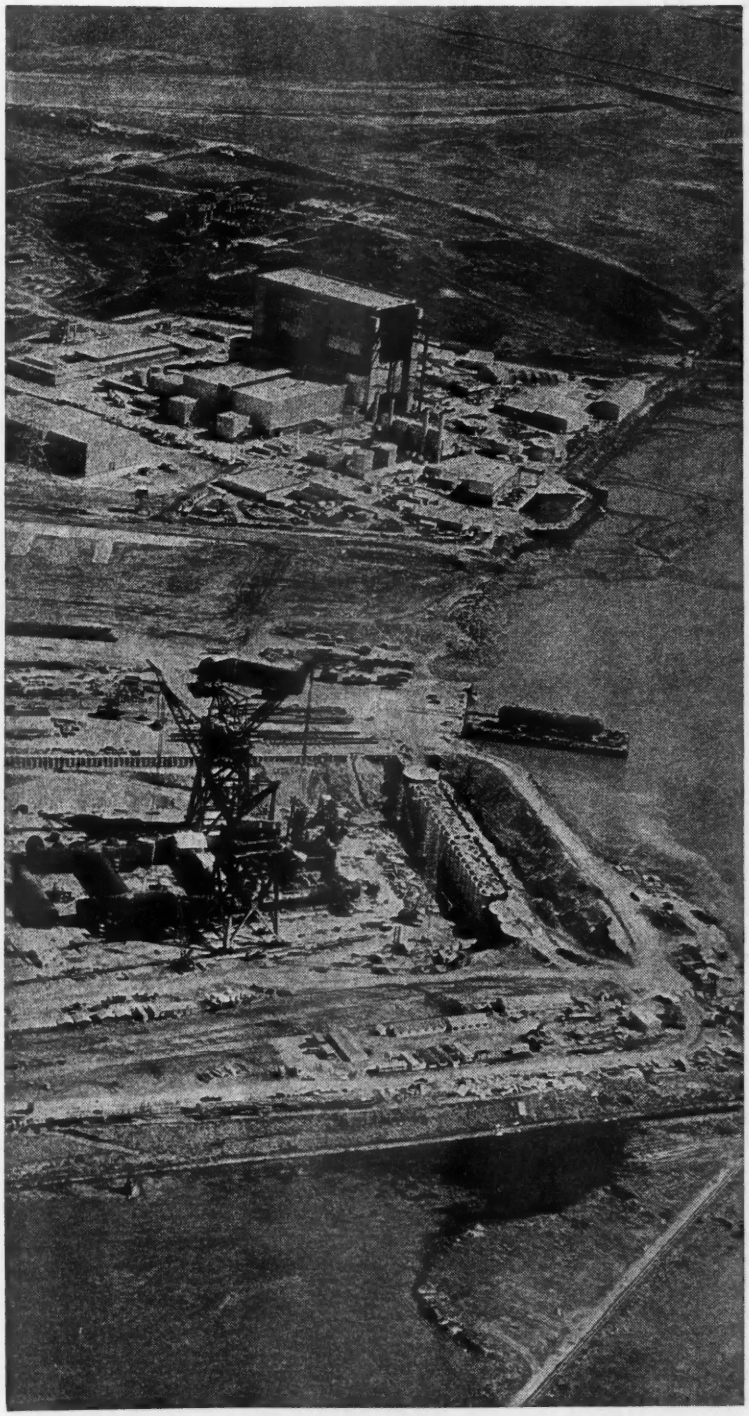


Expansion on the coast at Hartlepool; at the top of the picture, construction of the new nuclear power station is under way, while in the foreground is Laing's Offshore Pipeline base which is providing platform facilities for the BP Forties oilfield.

Throughout the region a further major contributory factor to the success of its efforts to renew industry has been the quality of its labour. Incoming firms generally have been impressed by the workers' adaptability to new industrial processes. The former coal and steel workers are used to shift working and new firms have also enjoyed the benefit of low labour turnover in many parts of the region. To increase the supply of skilled labour the seven Government training centres at Billingham, Felling on Tyne, Killingworth, Maryport, Durham, Darlington and Middlesbrough are able to train 2,500 men per year in over 30 different occupations.

While past efforts have rightly concentrated on the renewal of the region's industrial base and revitalising its social capital, long-term prosperity depends also on the creation of a larger 'service sector'. Outside Newcastle, the commercial and administration centre of the region, employment in professional, scientific, administration and clerical jobs is well below the ratio of, for example, the South East. This situation reflects the high proportion of North's industry that has to look to headquarters outside the region for central services and decision-taking. It is timely therefore that the Government should have introduced new incentives—including payment of five years' rent of office space—to encourage companies to transfer service sector jobs to the Development Areas.

With its two universities at Durham and Newcastle, and polytechnics at Sunderland, Teesside and Newcastle, which between them produce well over 1,000 graduates annually with degrees in scientific or technical subjects, and over 30 establishments of further education preparing students for advanced courses and careers in civil, electrical and mechanical engineering, the area is well equipped to sustain growth in technical and professional support functions for industry.

But the region's most quickly-appreciating asset is space—the freedom from the congestion of the Midlands and the South East. The North has most beautiful and varied countryside, ranging from the Lake District and the Cumberland coastal resorts in the west to the magnificent wild moorlands of the Roman Wall country, the solitude of the North Yorkshire Dales and the North Yorkshire National Park, the quiet beauty of the forests of Kielder and Wark through to the long beaches of the North East Coast with its massive castles. The people of the region are jealous to maintain these wide lands for their pleasure and they recognise the privilege of roads on which traffic moves easily and speedily from the town to the countryside. To this extent they are parties to the conspiracy to keep the secret of the North.

Prediction is hazardous, but providing there is a framework of continued national economic growth, the prospects for the North over the next five years are of fulfilment of the policy objectives of the last generation with the creation of a new society benefiting from a new industrialisation and from the determined effort that has been made to guard the northern countryside for people.

The Durham Motorway

The improvement of roads in the North East has been the key to the Region's expansion in the last decade.

THE scale of major road building in the North East of England during the past decade ranks in significance with the fast expansion of the railway in the 1830s. It was triggered off during the Government's energetic involvement with regional affairs in 1963 and reached an interim peak with the completion of the Durham Motorway from Scotch Corner almost to the Tyne in 1969. Connecting with this new express way, a network of wide fast motor roads has been created to give the North East an unparalleled communications facility. For ease of movement it is ahead of its competitors, as it was at the dawn of the railway era.

It is odd that at a time when the Great North Road has become just that, it should instead be better known as the 'A1' or 'A1(M)'. The progressive improvement of this road to dual carriageway or motorway standard the whole way from London to Newcastle, together with the M1 and M18 link from London to Doncaster, has helped to attract new industry to North East England on a scale that would otherwise have been impossible. Hitherto the journey time, and hence transport cost of carrying goods by road for 300 miles, had led much of industry to regard the North East as too remote and inaccessible for investment, despite all it had to offer in terms of grants, sites and labour. Now the standard of communications with the South and the Midlands, and the region's internal roadway system, provides one of its strongest assets.

Although many factors determine each individual investment decision, a visitor to the region cannot help noting the extent to which new industry has settled beside the A1(M) along the whole of its passage through County Durham. If he leaves the motorway at almost any point he will find attractive modern industrial developments within a few miles on the feeder roads. Everyone concerned with the development of the region is confident that the completion of the A19 motor road—parallel with the A1(M) but near to the coast—will make a further major contribution to the build up of the region's economy and that a transformation scene on a rather smaller scale will follow the improvement of A66 between West Cumberland and the M6 motorway.

Scotch Corner has long been one of the best known road junctions in Britain—a landmark on the way from London to Edinburgh, the take-off point for traffic between Eastern England and South West Scotland and the place where the 'real' North East begins. It now marks the beginning of the Durham Motorway, which enters the administrative county close to Darlington, the birthplace of the railway era.

The major problem in County Durham has derived from the decline of the coalfield but Darlington, a centre of first-class heavy engineering, has had problems of its own. The most prosperous part of the Tyne/Tees area in the 1950s, it suffered serious setbacks in the sixties with the decline of locomotive and other rolling stock manufacture and the loss of jobs in other metalworking trades and chemicals. Thanks largely to its large pool of industrial skills and its excellent communications, these losses were replaced relatively quickly, starting with the engine and component manufacture of Cummins Ltd., a specialised and well-regarded branch of the motor industry.

Darlington has made a strong recovery and, with unemployment down to 2.4 per cent, is an attractive growth point. It is supplemented by Aycliffe New Town, at the northern end of the Darlington by-pass section of the A1(M). Originally based on a wartime ordnance factory and some associated workers' housing, it is now a thriving new town with a large increasingly modern industrial estate where nearly 90 firms employ over 9,000 people (mainly from the declining areas of South West Durham) in a surprising variety of modern industry.

In West Durham mining has virtually ceased to exist and between 1947 and 1968 40,000 jobs were lost. The task of replacing them was complicated by the unsuitability of scattered mining settlements in a hilly countryside as centres for the development of modern manufacturing industry. A new pattern was inevitable and it was created by locating industry in the larger population centres of West Durham, within reasonable travelling distance of the mining villages but above all close to the great traffic artery of A1(M).

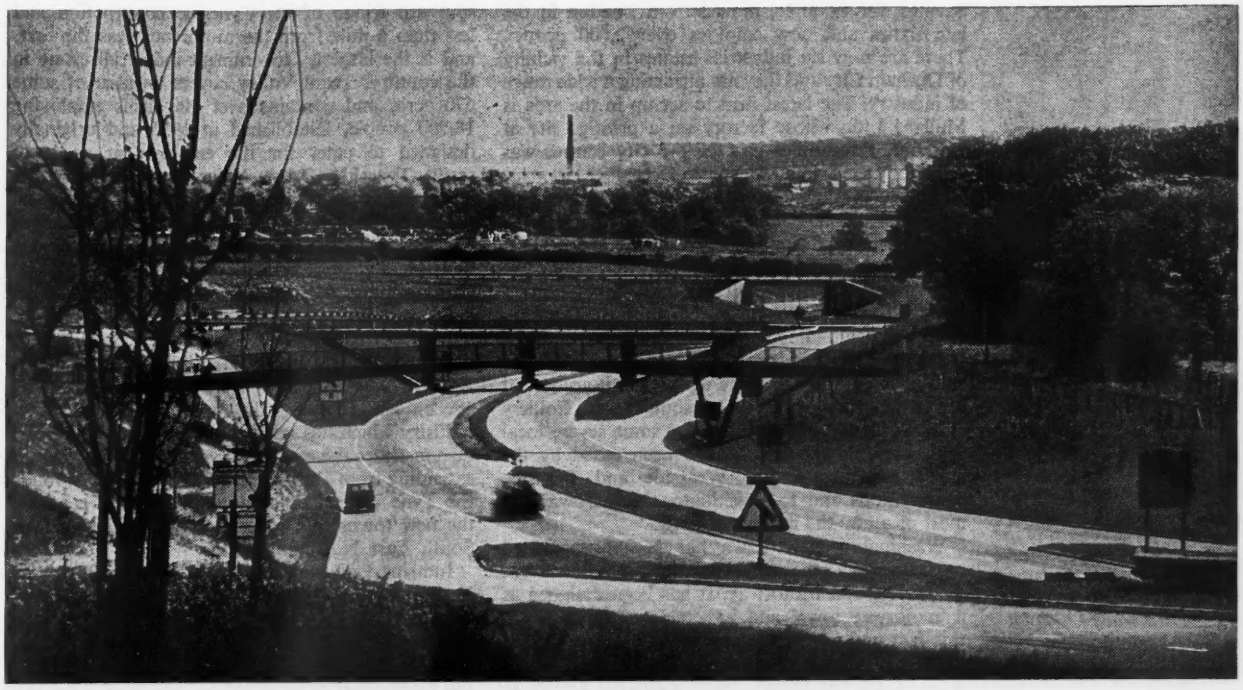
In the south west corner of the county, industrial redevelopment centred upon the townships of Bishop Auckland, Crook, Shildon and Spennymoor. Six Government industrial estates have been established in this area and between them the 24 firms on the estates are providing over 14,000 jobs. The change in the industrial structure of the area has been rapid. From a position 10 years ago when 37 per cent of the male labour force was in mining, coal today accounts for less than 3 per cent of the insured population. Employment in manufacturing has risen in the same period from 19 per cent to 50 per cent.

The firms which have moved into South West Durham have established a substantial and diversified industrial base, including electronics and modern textiles, which will provide a solid foundation for sustained industrial expansion. Unemployment at 3.7 per cent is below the regional average but above the national rate and many people travel out of the area to work. The economic restructuring of the area is not complete and it can offer many advantages to potential investors, particularly the presence of trainable labour and good communications.

Further north again in the A1(M) corridor there are a number of smaller centres of development and several excellent potential industrial locations and

Washington New Town has been described as a 'Motorway Town'; its network of urban roads, of which the Western Highway seen below is one, provides direct access from its seven industrial estates to the A1(M).

The largest factory in Washington is that of Dunlop Ltd. At present occupying an area of 250,000 sq. ft., the factory is to be extended next year. It specialises in the production of radial ply car tyres–some of the current production of 20,000 per week are seen emerging (bottom) from the moulding plant. Part of the output is exported, including white sidewall tyres to the United States.



The Durham Motorway

then, about 15 miles north of Aycliffe, there is the City of Durham, the administrative centre of the county. Most people who know it would class Durham City as one of the most attractive in Europe. The castle and cathedral have looked down for centuries on the rich and varied history of this place and still offer a memorable visual experience, but Durham has more to offer than this. It is a go-ahead town with an old but forward-looking collegiate university and a large variety of economic activity and of occupations.

The surrounding area has, of course, been affected by the rundown in coalmining, but the more balanced economic structure has mitigated the effects. Apart from the county administration there are other major office complexes. The Savings Certificate Office of the Department for National Savings, for example, moved from London in the late sixties and now employs over 2,000 people. There are now six industrial estates in the vicinity of Durham City and they are attracting a wide range of industry. The latest firm to set up in the area is Mullard Ltd., whose factory on a prestige site at Belmont, three miles east of the city centre, was opened by the Prime Minister in December last year. The firm produces cathode-ray tubes for colour television and has already established itself as the largest manufacturing employer in the area.

North of Durham City the motorway passes close to Birtley, Chester-le-Street and Houghton-le-Spring, the main towns of North East Durham. Although coalmining is still an important source of employment, the industry no longer dominates the area as it did only 10 years ago, when it accounted for 50 per cent of the male labour force. Colliery closures in this area have caused some severe local problems but adjustment has been eased by the area's closeness to the Wearside and Tyneside conurbations and to Washington New Town, but most of all by the motorway itself.

Washington New Town has perhaps benefited more than any other single location from the advent of the Durham Motorway. It has been designed as a 'motorway town' and has made effective use of this fact in its excellent promotional work. A network of urban motorway roads provides direct access from the town's seven industrial estates to the A1(M). Washington is a comparatively young new town. Designated in 1964, it was designed primarily to accommodate conurbation overspill from Tyneside and Wearside and to provide industrial sites which would diversify the regional economy and provide employment for the coalfield communities of North East Durham. The designated area was initially 5,300 acres but in 1972 a further 285 acres were added, mainly for industrial development. The present population of 35,000 is expected to increase to about 80,000 by the mid-1990s.

In its comparatively short life, Washington New Town has achieved a remarkable degree of success in attracting new industry. At present 13,500 people work in the town, including 7,400 in manufacturing. Over 120 firms have been attracted to Washington since its designation. About 2¼ million sq. ft. of factory space has been completed and a further 1 million sq. ft. is under construction. Firms to have put roots down in the town include Dunlop (GB) Ltd., Philips Electrical Ltd., Timex Corporation, RCA (GB) Ltd., Tube Products Ltd. and Spicers (Stationery) Ltd., as well as many others.

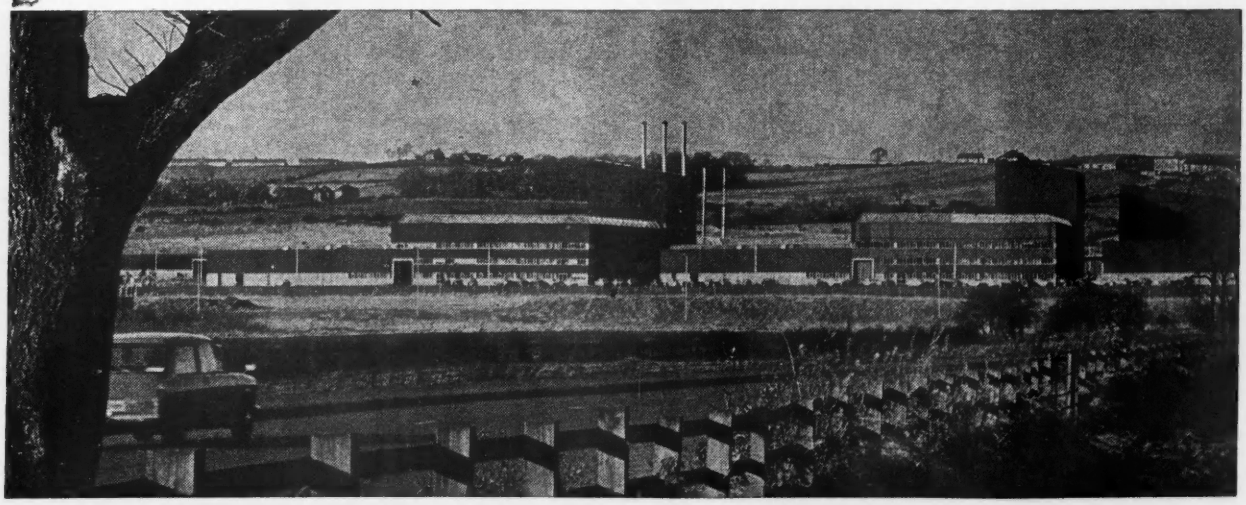
The Team Valley Trading Estate, situated on the southern fringe of the Tyneside conurbation and less than a mile from the motorway, was the first, and is the largest, Government industrial estate in the country. Team Valley covers an area of some 670 acres and contains over 100 firms employing 18,500 people. Established in 1936 and originally designed to cater for the employment needs of south Tyneside, Team Valley now contains the largest concentration of industry in the region and provides jobs for people from as far afield as Consett and Wearside. The construction of the Gateshead western by-pass, due for completion next year, will provide a direct dual-carriageway link between Team Valley and the Durham Motorway.

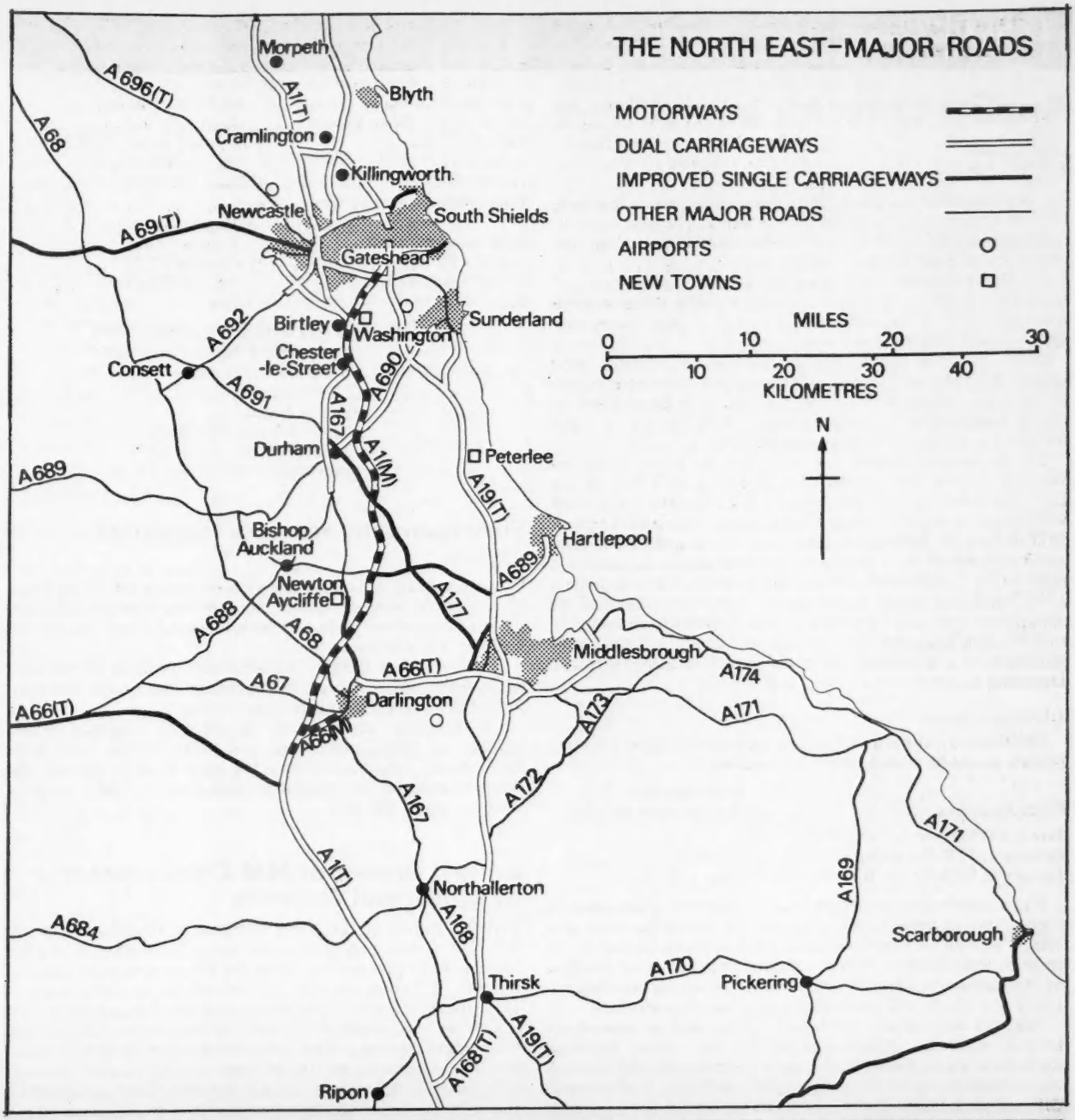
It is perhaps extreme to talk in terms of the development of a linear city along the axis of the A1(M)—as envisaged by some planners in the early 1960s. Nevertheless, the rapid development of industry which has taken place in the past 10 years demonstrates the emergence of a corridor of growth extending from Darlington to Tyneside and through the Tyne Tunnel on motorway standard roads to the new towns of Cramlington and Killingworth in South East Northumberland.

Industrial diversification is the key to prosperity in the North East. The A1(M) 'corridor' now contains a diversified range of industry which provides a solid foundation for growth, a base which ensures protection from the sort of economic disasters which the North East experienced for nearly 40 years due to its reliance on a few primary industries. In five years the traffic using the Durham Motorway has almost trebled, a traffic growth rate well above the national average and mainly generated by industry. The new Great North Road has not only halved the journey time between Tyne and Thames, it has created in Northumbria a new pattern of living.

Offices are also blooming in the region; one of the more outstanding is Norgas House, headquarters of the Northern Gas Board, at Killingworth (right). The artificial lake is both ornamental and practical as it forms part of the surface drainage for the site.

At Stanley, in County Durham, in an area which not so many years ago was dotted with the familiar pithead structures of the coal mining industry, there now stands the largest battery-producing factory in the United Kingdom. Ever Ready's Tanfield Lea works (below) first started producing batteries towards the end of 1967 and now produces more than 1.5 million a day, over half for export. Production is planned to increase to 2 million batteries a day by early 1974, and to 3 million later the same year.




THE NORTH EAST–MAJOR ROADS
MOTORWAYS
DUAL CARRIAGEWAYS
IMPROVED SINGLE CARRIAGEWAYS
OTHER MAJOR ROADS
AIRPORTS
NEW TOWNS
MILES
0 10 20 30
0 10 20 30 40
KILOMETRES
N
Morpeth
Blyth
Cramlington
Killingworth
Newcastle
South Shields
Gateshead
Sunderland
Birtley
Washington
Chester -le-Street
Consett
Durham
Peterlee
Hartlepool
Bishop Auckland
Newton Aycliffe
Middlesbrough
Darlington
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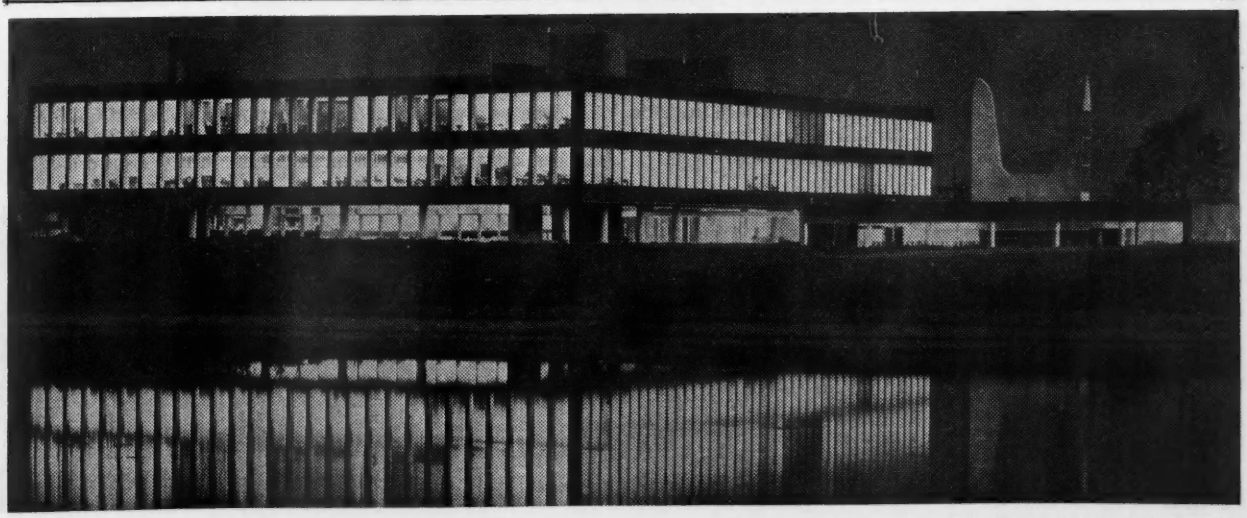


Applications for investment grant

THE Department of Trade and Industry has accepted since October 1, 1973 applications for investment grant in respect of capital expenditure incurred in the period April 1 to June 30, 1973. Such applications have been payable from October 1, 1973.

The Department now announces that applications in respect of the following quarter July 1 to September 30, 1973 will be accepted from January 1, 1974 and that payment on such applications, after approval, will begin from that date.

Investment grant is payable on expenditure incurred after October 26, 1970 only where it arises under a contract entered into by that date. Applications should be made to the Department on the appropriate form, accompanied by form IG/32 (or form IG/33 for ships) and relevant evidence of contract.

The Department reminds applicants that, by virtue of the Investment Grants Termination (No. 3) Order 1973 and of the Direction made under it on April 2, 1973, no investment grant will be made in respect of expenditure incurred in the period April 1, 1972 to June 30, 1972 unless application on the appropriate form and accompanied by a report by an independent accountant is made to the Department of Trade and Industry before January 1, 1974. Applicants should ensure that they have duly completed the appropriate form and forwarded it to the reporting accountant in sufficient time to enable him to examine and report on it and for the documents to be received by one of the Grants Offices not later than December 31, 1973.

Closing dates

Applications relating to expenditure incurred during the following periods should be made by the dates specified:

Expenditure incurred	Date before which application must be made
July 1, 1972-September 30, 1972	April 1, 1974
October 1, 1972-December 31, 1972	July 1, 1974
January 1, 1973-March 31, 1973	October 1, 1974

Firms contemplating applying for investment grant towards expenditure incurred on the production of prototypes must also comply with all the requirements as to the making of applications by specified terminal dates. Special considerations may affect this type of application and if firms foresee difficulty in meeting these requirements they should seek guidance from the appropriate office.

Regional development grants will not be paid on expenditure towards which an investment grant has been made. However, application for a regional development grant may be made towards capital expenditure on new machinery or plant in development areas defrayed after March 21, 1972 on which application for investment grant is not being made, even though the expenditure relates to an asset towards some expenditure on which an investment grant has been made, provided the asset was not delivered or completed before March 22, 1972.

Guidance on the preparation of forms may be obtained from the appropriate Office. The addresses of the Offices are: Department of Trade and Industry, Regional Development Grants Office,

Queensway House,
West Precinct, Town Centre,
Billingham,
Teesside TS23 2NF
Tel. (0642) 553671
Telex 58608

24/26 Newport Road,
Cardiff CF2 1SY
Tel. (0222) 42611
Telex 49538

St. Peter's House,
Stanley Precinct,
Bootle, Lancs. L20 3LZ
Tel. 051-922 4030
Telex 627162

Magnet House,
Waterloo Street,
Glasgow C2 7BT
Tel. 041-221 9833
Telex 77611

and (for ships and computers only)
Department of Trade and Industry
Investment Grants Office
Colman House,
Victoria Avenue,
Southend-on-Sea SS2 6DU.
Tel. (0702) 41341 and 41362
Telex 99288

First company for new industrial estate

PADWEALD Ltd., trading as Trident Furnishings, are to occupy a 25,000 sq. ft. advance factory built by the English Industrial Estates Corporation on the Sedgletch Industrial Estate, Houghton-le-Spring, Co. Durham.

This is the first factory to have been completed on the new estate which was acquired to supplement the nearby Dubmire Farm Estate, now almost completely developed.

The company manufactures reproduction furniture which includes sea chests, butler trays and military coffee tables with hand-painted glass tops. When full production is reached the company anticipate operating a two-shift system providing employment for about 220 men.

Annual Report of HM Chief Inspector of Mines and Quarries

THE 1972 Report of HM Chief Inspector of Mines and Quarries, Mr. J. W. Calder, published on November 29 (HMSO, price 47p), records that 64 persons were killed and 519 seriously injured in coal mines in 1972, compared with 72 killed and 641 seriously injured in 1971. The reduction of 18 per cent in total casualties must be viewed against the background of the seven-week long national strike at the beginning of the year and the continued decline in manpower. However, the accident rate per 100,000 manshifts shows a slight improvement, being 1.10 compared with 1.11 for 1971. There is a disturbing rise in the number of accidents involving haulage and transport and no significant improvement in the number of surface accidents.

Seven persons were killed and 35 seriously injured at other mines, compared with seven killed and 19 seriously injured in 1971. Five of the fatalities occurred at tin mines.

Fifteen men were killed and 98 seriously injured at quarries in 1972, compared with 18 killed and 82 seriously injured in 1971. The number killed is the lowest on record but there is a disturbing rise

N.E.L.D.C.++++
TOMORROWS INDUSTRY CHOOSES THE NORTH EAST LANCASHIRE INTERMEDIATE DEVELOPMENT AREA FOR ITS EXPANSION++ A WIDE RANGE OF FIRMS WITH HIGHLY TECHNICAL PROCESSES HAVE ALREADY SUCCESSFULLY ESTABLISHED THEMSELVES IN THE AREA++++
IF YOU ARE A TOMORROWS FIRM AND WISH TO LEARN SOMETHING TO YOUR ADVANTAGE,CONTACT: ++ BOB CHILDES, INDUSTRIAL DEVELOPMENT OFFICER, NORTH EAST LANCASHIRE DEVELOPMENT COMMITTEE, TOWN HALL, PADIHAM, LANCASHIRE++++ TELEPHONE PADIHAM 71557/73005.++++++
N.E.L.D.C.++++ N.E.L.D.C++++ N.E.L.D.C.+++-

Finance for technology

The National Research Development Corporation provides financial and other support for technological developments of potential commercial importance. NRDC promotes the adoption by industry of new products and processes invented in government laboratories, universities and elsewhere. NRDC is participating in joint ventures with industry on an increasing scale. By supporting projects NRDC makes it possible for individual firms or groups of companies to undertake and accelerate the development and production of new products and processes of national importance. The corporation welcomes submissions in confidence from firms who have promising new projects to launch in any branch of industry or commerce. The conditions for its considering proposals of this kind are set out in a leaflet which may be obtained on application, either by writing to the National Research Development Corporation, PO Box 236, Kingsgate House, 66-74 Victoria Street, London, SW1H 0ET; or by telephoning 01-828 3400.

in the number seriously injured. The full co-operation of owners, managers and workmen is required if this adverse trend is to be reversed.

Survey of wear in machinery

WORK has begun at the Swansea Tribology Centre on a two-year DTI contract intended to provide guidance to industry on the selection of materials to reduce wear in plant and machinery.

Initially the Centre will be approaching industries for information about major wear problems. The whole of the vast amount of published information on wear will then be surveyed and the information analysed and related to the most important industrial problems.

Within the next few weeks several hundred industrial organisations will be asked for information about their most serious wear problems and for their ideas about the best form in which to provide guidance on the selection of materials. Any individual or organisation having experience or suggestions which would be useful in this project is invited to write or telephone to the Centre.

Further information available from: The Director, Swansea Tribology Centre, University College of Swansea, Singleton Park, Swansea SA2 8PP (tel. Swansea 24561), or the Department of Trade and Industry.

Patents endorsed 'Licences of Right'

UNDER Section 35 of the Patents Act 1949 the following patents were endorsed 'Licences of Right' on the date specified.

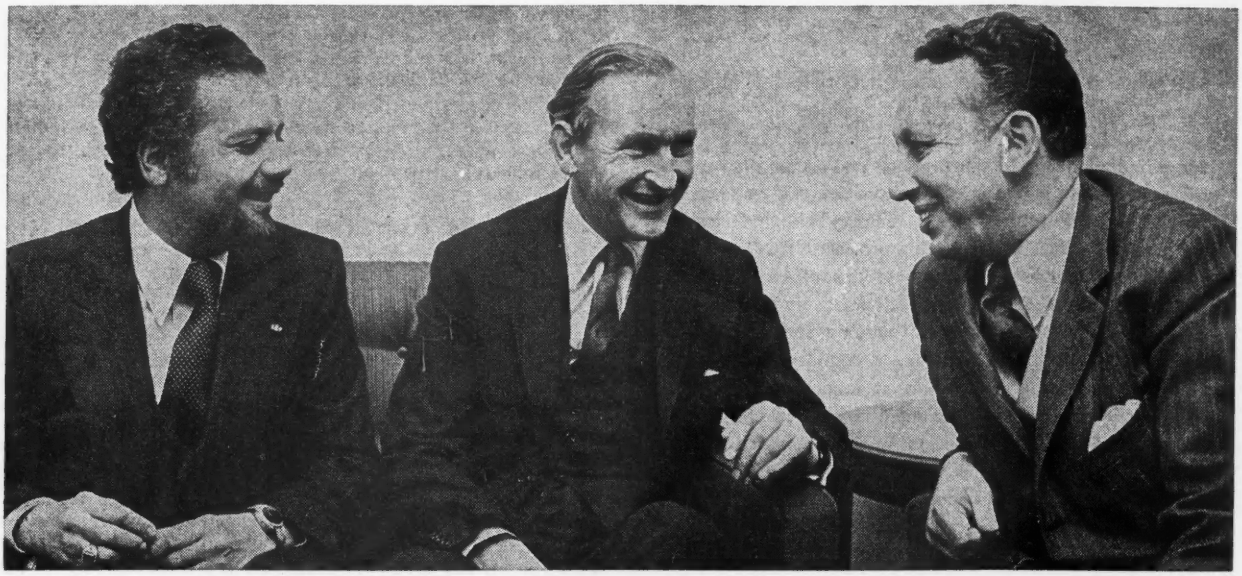
Number	Grantee	Subject-matter
November 12, 1973		
1,180,954	Fernand Georges BAC	An electrical connector with removable contacts
1,203,988	Koerper Engineering Associates, Inc.	Rotary pumps and motors
1,207,319	International Standard Electric Corporation	Temperature compensated magnetic focusing structure
1,255,872	Michel Henri Zaniewski	Apparatus for inducing draught in a chimney
1,281,945	WYLE Laboratories	Underwater electro-acoustic transducer
1,306,130	Nippon Hoso Kyokai	Converting equipment of standard television broadcasting signals
1,075,793	Reginald George Edkins	Multi-storey car parks
November 13, 1973		
999,890	Fairey Engineering Ltd.	Selectively-operable hydraulic systems
1,241,510	Wood Keong Fok	Insect screens
1,022,990	Standard Telephones and Cables Ltd.	System for reception of electric signals applicable mainly to telegraph exchanges
1,134,928	Standard Telephones and Cables Ltd.	Varacter diode

Further confidence in industrial expansion in the Northern Region has been expressed by the Lyon Group in undertaking a £4 million investment in the North Tyne Industrial Estate at Longbenton. Mr. Christopher Chataway, Minister for Industrial Development, is pictured unveiling a plaque to commemorate the opening of the 36-acre estate: building has started on advance factory units. On the right is Mr. Michael Oglesby, managing director of Lyon Group (Northern) Ltd., which has also developed other industrial estates in the region, including the Rennys Lane estate in Durham, already fully occupied. Mr. Chataway also opened the 106,000 sq. ft. factory of Midland Electrical Manufacturing Co. Ltd. on the Crowther Industrial Estate, Washington, Co. Durham.

Number	Grantee	Subject-matter
1,142,079	Standard Telephones and Cables Ltd.	Electronic switching circuit
1,142,234	Standard Telephones and Cables Ltd.	A batch process for the manufacture of sealed magnetic reed contact device
1,268,219	Standard Telephones and Cables Ltd.	An electrographic apparatus
November 16, 1973		
1,073,905	Leland Francis Blatt	Toggle clamp
1,102,695	The Shoe and Allied Trades Research Association	Shoe manufacture
1,102,696	The Shoe and Allied Trades Research Association	Shoe manufacture
1,120,811	The Shoe and Allied Trades Research Association	Treatment of leather
1,264,024	International Standard Electric Corporation	Frame synchronisation system
November 21, 1973		
1,212,007	ITT Industries Inc.	Circuit arrangement
1,150,987	Agfa-Gevaert Aktiengesellschaft	Sensitization of light-sensitive polymers
1,294,598	Agfa-Gevaert Aktiengesellschaft	Process for the production of photographic images
November 23, 1973		
934,070	Ilford Ltd.	Mechanism for advancing a series of articles step by step
1,141,204	Ilford Ltd.	Photographic exposure control apparatus
1,253,283	Ilford Ltd.	Liquid metering apparatus
1,184,509	Nodet-Gougis SA	Agricultural implements which distribute measured quantities of seeds or fertiliser
1,161,899	Centre Technique de l'Industrie des Papiers, Cartons et Celluloses and Institut du Pin	Processes for purifying aqueous effluents from the manufacture of cellulose and paper pulp
1,254,852	Roy Cyril Vaughan and Alan Salisbury Lamburn	An unidirectional drive device
1,254,853	Roy Cyril Vaughan and Alan Salisbury Lamburn	Variable drive ratio power transmission

Any person who claims that the patentee at the time of endorsement of any of the above Patents was precluded by a contract in which claimant is interested from granting licences under the patents may apply for cancellation of the endorsement on Patents Form No. 45 within two months after the date of endorsement.

E. ARMITAGE
Comptroller



Mr. Tom Boardman, Minister for Industry, in his office at DTI headquarters last week with Sheikh Ahmed Yamani, Saudi Arabia's oil Minister (left), and Mr. Belaid Abdessalam, Algerian energy Minister.

Answers to your motor fuel coupons questions

THE following list of questions represents the main points raised by members of the public in telephone calls to the Department of Trade and Industry over the last few days:

Q: Must my book of coupons be stamped by the Post Office on the outside?

A: No. The instructions on the cover of the books of coupons related to an earlier rationing scheme. All the Post Office will do on this occasion is stamp log books to show that an issue has been made. Vehicle owners should, for their own protection, themselves fill in registration numbers on the books and on each coupon before using them.

Q: What arrangements have been made for stationary engines and machines, other than vehicles?

A: The issuing arrangements through Post Offices are, for speed and simplicity, based on the presentation of log books. They therefore only cover vehicles which have such documents. There is therefore no basic or business ration for stationary machinery, but owners would be able to get supplementary allowances for essential use if and when a decision to ration was taken.

Q: What about boats (all boats—private pleasure, fishing, etc.)?

A: Fishing boats which use petrol or derv would be covered by a special scheme operated by MAFF. Other boat owners, if they could show they have an essential need, could apply for a supplementary allowance if and when rationing is introduced. Many larger boats do not of course use road fuels and these will come within the normal allocation scheme for industrial oils.

Q: How do I get a supplementary allowance?

A: No claims for supplementary allowances should be made unless and until a decision to introduce rationing is taken. Applications could then be made on the appropriate forms which will be obtainable at larger Post Offices from that time. Supplementary allowances will only be given if the applicant can demonstrate hardship. There will be an appeals procedure.

Q: Do I have to take all my tax discs to the Post Office if I have a fleet of vehicles?

A: Anyone with six or more vehicles should contact his local Head or District Post Office. Head or District Postmasters have discretion to waive the requirement to produce vehicle licences in the case of organisations owning fleets whose log books are held centrally, but when vehicles may be scattered around the country.

Q: What about car hire firms, contract hire firms, secondhand car dealers and driving schools?

A: All of these will be entitled to a basic ration for any currently taxed vehicle they own. They will also be entitled to apply for a business ration during the three weeks beginning December 13 on the appropriate form which will be available from larger Post Offices.

Q: What if my vehicle licence has just expired or is about to?

A: A basic ration will be issued, and will *only* be issued to a motorist producing a *current* tax disc. Expired licences should therefore be renewed by the normal procedures before basic rations are allocated.

Q: What precautions are being taken to counter fraudulent activities with coupons?

A: The coupons are valid only for the car for which they are issued. The registration number should be entered on both the ration book cover and the coupons, and garages will not accept coupons without such registration numbers. Nor will they accept loose coupons. Regular checks will be carried out.

Q: What is the general entitlement to oil and petroleum products under the directions issued by the Secretary of State for Trade and Industry?

A: All suppliers have been instructed to restrict supplies of listed products to customers to 90 per cent of what they had at the same time last year. The listed products are: motor spirit, Derv, fuel oil, gas oil, kerosene, tractor vaporising oil and liquefied petroleum gas.

Q: Are there exceptions to this?

A: Yes. Public Service Vehicles are allowed to have 100 per cent of their essential requirements. Bulk suppliers to petrol stations have to restrict their deliveries in total to 90 per cent of the base figure but they may allocate supplies to individual stations within the overall total on the basis of deliveries to stations in September 1973.

Q: I am on the list of priority consumers as published in the *Trade and Industry* journal of November 29. Does this mean I have an automatic entitlement to a supplementary allocation?

A: No. All users (other than PSVs) are expected to make the maximum economies possible and to manage on their normal allocation (or less if they can). If, however, a priority consumer feels that he cannot manage without severe disruption to his production or service then he can make representations to his

supplier for an additional allocation. The supplier will then approach the Regional Office of the Department of Trade and Industry.

Q: I am not on the priority list. Does this mean there is no possibility whatsoever of my getting a supplementary allocation?

A: No, but you will have to have very strong grounds to substantiate your case. For example you may since last year have made significant additions to your plant and capacity resulting in a significant growth in your requirements for oil. Even so, you will have to demonstrate that you have made every effort to manage within your reduced allocation.

Q: My normal supplier is unable to supply me with my normal entitlement. What do I do?

A: You should tell your supplier that you are looking to him to meet your requirement and ask him to approach the DTI Regional Office for an authorisation for a supply to meet your requirements.

Q: If my supplier refuses to supply me or to make an approach to the DTI Regional Office, what should I do?

A: You should get this from him in writing and either (1) go to another supplier who is prepared to supply you and furnish him with evidence of your past and present usage: he will then obtain the necessary authorisation to supply you; or (2) go to the DTI Regional Office yourself with evidence of your problem and your need and he will authorise a supplier to supply you.

Q: I do not have a normal supplier or my supplier has gone out of business. Who should I go to to get my entitlements?

A: You either approach a supplier who is prepared to supply you or go to the DTI Regional Office with evidence as above.

Q: I was not a user of oil or petroleum products this time last year, what should I do?

A: Your supplier will advise you of your allocation. This will be calculated in such a way as to place you in no less favourable position than those who were users last year.

Q: I am an Interruptible gas consumer whose gas supplies have been interrupted and I have been thrown back on to oil. Can I get replacement of oil stocks?

A: Yes. Arrangements have been made to authorise supplies to maintain your stocks at a satisfactory level.

Q: I am an 'O' licensed goods vehicle operator and my bulk allocation from my supplier is insufficient. Can I get a supplementary allocation?

A: Yes, but you will need to have a very strong case to put to your supplier who will then make a joint approach with you to the Traffic Area Office of the Department of the Environment where your licence was issued.

Q: I am an 'O' licensed goods vehicle operator, an operator of Public Service Vehicles or of buses used on regular services by educational Authorities, schools or employers and I am having difficulties in getting supplies within my entitlement, what should I do?

A: You should go to your Traffic Area Office with evidence of your problem, and in cases where you have no supplier, evidence of your current and past usage over the last year.

Motor fuel distribution—recognition of vital categories

THE Secretary of State for Trade and Industry announced on November 19 that, with the exception of deliveries to public transport operators, the oil companies were being instructed to reduce deliveries of the main oil products to 90 per cent of the level a year ago.

These reductions apply also to deliveries of petrol or diesel fuel to garages. Undoubtedly garage owners will use their initiative to share out the available supplies fairly among their customers, but the Department particularly wishes to draw the attention of proprietors to the need to cater fully for the requirements of vital categories such as doctors, home nurses, midwives, veterinary surgeons, probation officers, undertakers, social or welfare workers, voluntary services and disabled drivers. Essential organisations such as the police, fire services, hospital services, Post Office, AA, RAC, etc. should also be safeguarded.

The Department is confident that the garage trade will recognise priorities such as these and act accordingly.

Retailers of domestic paraffin, or premier grade kerosene, should also ensure that they reserve supplies for those of their customers whom they know to rely on kerosene for heating, particularly old age pensioners and the sick.

New move towards safety rules for submersible craft

MR. Michael Heseltine, Minister for Aerospace and Shipping, announced in the House of Commons on November 29 that the Government proposed to take powers to enable them to make rules for the safety of submersible craft if such rules should prove necessary.

Speaking during the Second Reading Debate on the Merchant Shipping Bill, Mr. Heseltine said: 'I need not remind members of the harrowing days which followed the sinking of the miniature submarine *Pisces III* before the two men trapped in it could be rescued. The report of the joint DTI/Vickers inquiry is about to be submitted. While it may not prove necessary to introduce statutory rules for the safety of these craft forthwith, we are aware that the use of submersible apparatus of many different kinds is on the increase. In the light of the knowledge and experience we have gained since the *Pisces* incident, we feel it would be wise to take powers to make rules going beyond those which we make for conventional shipping. We may also wish to bring within their scope submersible apparatus which, unlike the *Pisces*, does not fall within the statutory definition of a ship. The Government therefore has it in mind to introduce legislation which will enable the Secretary of State to make such rules.'

The DTI has been gathering information about submersible vessels from other countries, including the United States and Canada, where submersibles are used on a much larger scale. At the time of the accident to *Pisces III*, there were only four submersibles based in Britain, but there are proposals to introduce more.

The term 'submersible apparatus' could include diving suits, diving bells and other equipment still at the design stage.

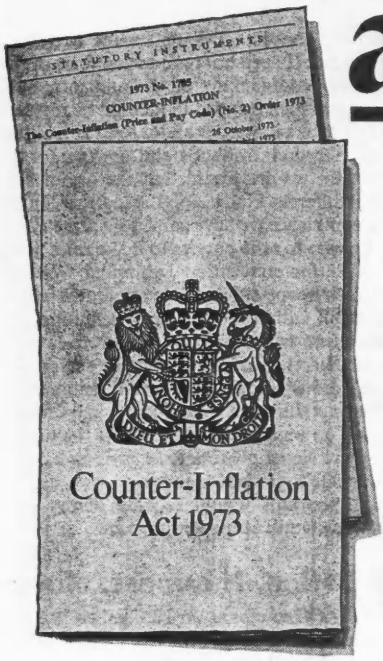
Marine Survey Office, Newport, closes

THE Newport Marine Survey Office closed on November 30, 1973. Inquiries should now be addressed to: The Principal Officer, Marine Survey Office, Department of Trade and Industry, 3 Bute Place, Cardiff CF1 6ND (tel: 0222 29556).

Mrs. Boardman, wife of the Minister for Industry, applying for petrol coupons for her Morris 1100 estate, which Mr. Boardman has also been using. While she was obtaining the coupons from Tufton Street Post Office, Westminster, last week, her husband was in consultation at DTI headquarters with the oil Ministers of Saudi Arabia and Algeria.

Manufacture and Service Industries

Do you know how the new Stage 3 Code affects you?



All companies in Manufacture and Service Industries should conform with the Stage 3 Code.

It contains significant changes which the Price Commission can help you to identify.

PRICE COMMISSION

Category I and II Companies

Those already registered with the Price Commission should have received detailed guidance about their new obligations. If you have not, ask for copies of Data Sheets PDS 6 and 7 at the Commission's Information Centre, Cleland House, Page Street, London SW1 4LW. Telephone: 01-828 7070.

Category II Companies

(Manufacturers with domestic sales of £5-50 million p.a., Services £5-20 million p.a.).

THIS IS IMPORTANT:

Companies within Category II must now pre-notify the Price Commission at least 14 days before making a price increase.

Category III Companies

(Manufacturers with domestic sales of £1-5 million p.a., Services £250,000-£5 million p.a.).

These are obliged to keep records of sales, their net profit margin reference level, quarterly details of net profit margins, and changes in cost and prices, listing the goods or services to which various costs and prices relate. Regional offices of the Price Commission will continue to inspect the records of Category III companies.

Companies below Category III

These should also study the new Code and must follow its rules.

All Companies

Every business must abide by the Price Code. Prices should only be increased in accordance with the Code.

If the current profit margin is in excess of the reference level, then prices should be reduced (subject to seasonal and other factors); if costs fall, then prices should also be reduced.

Anyone requiring further information should contact their regional centre.

A new Price Commission booklet will shortly be available at these centres. It is free.

Copies of the Counter-Inflation Act 1973; The Price and Pay Code, SI 1785; Notification of Increases in Prices and Charges, SI 1786; Prices and Charges (Information), SI 1787, are available from Government Bookshops, or through Booksellers.

Price Commission Centres

Office for Scotland
3rd Floor, 440 Sauchiehall Street, Glasgow G2 3NS. Tel: 041-332 6346

West Midlands Region
Bayliss House, Hurst Street, Birmingham B5 4BS. Tel: 021-622 3541/4

London and South East Region
2nd Floor, Wingate House, Shaftesbury Avenue, London W1V 7AE. Tel: 01-439 4401

Eastern Region
2nd Floor, Wingate House, Shaftesbury Avenue, London W1V 7AE. Tel: 01-439 4401

East Midlands Region
Spur E, Block 6, Government Buildings, Chalfont Drive, Nottingham NG8 3RP. Tel: Nottingham 291111 (STD code 0602)

Yorkshire & Humberside Region
3rd Floor, Royal Exchange House, Boar Lane, Leeds LS1 5NS. Tel: Leeds 38133 (STD code 0532)

Northern Region
Gunner House, Neville Street, Newcastle upon Tyne NE1 5DN. Tel: Newcastle upon Tyne 611331 (STD code 0632)

North West Region
Warwickgate House, 7 Warwick Road, Old Trafford, Manchester M16 0HP. Tel: 061-872 6911/4

South West Region
12th Floor, Froomgate House, Rupert Street, Bristol BS1 2QN. Tel: Bristol 299727 (STD code 0272)

Office for Wales
4th Floor, Westminster House, 95/97 St. Mary Street, Cardiff CF1 1DX. Tel: Cardiff 41662/4 (STD code 0222)

Northern Ireland
3rd Floor, Midland Hotel, Whitla Street, Belfast BT15 1JP. Tel: 0232 740493/4

Read the Code, it's your business to know.

ISSUED BY THE PRICE COMMISSION

Scales to enable shoppers to check their purchases are provided in the Havering Advice Centre, which is in the main shopping area at Romford, Essex. Sir Geoffrey Howe, Minister for Trade and Consumer Affairs, is pictured (left) during a visit to the centre last week. With him are Ald. Stanley Heath-Coleman, Deputy Mayor of the London Borough of Havering, and Mr. Derek Prentice (right) of the Consumers Association. The centre operates three services—pre-shopping advice by four Consumers Association staff (paid for by the council); a Trading Standards service which dealt with over 2,000 complaints during the centre's recently completed first year; and advice by Havering public relations staff on council services and general information. In its first year, the centre had over 30,000 visitors. Sir Geoffrey is encouraging local authorities throughout the country to establish consumer advice centres in High Street locations.

Competition in banking brings benefits to the consumer

—Sir Geoffrey Howe

SIR Geoffrey Howe, Minister for Trade and Consumer Affairs, said on November 28 that financial institutions of all kinds found themselves in a much more competitive environment than ever before. Speaking at the annual dinner of Barclays Bank London Managers, Sir Geoffrey said: 'Competition and credit control have played an important role in this. I know that that policy is not universally admired, particularly perhaps when interest rates are high. But it has brought real benefits to the customer. Increased competition combined with disclosure of profit figures is leading to full disclosure of bank charges to the customer. Increased competition is indeed leading to that most unbanklike thing, price-cutting.

'The Government's Consumer Credit Bill will make another very important contribution to free and fair competition among credit providers. It will provide for "truth in lending". The consumer will be able to make valid comparisons between cash and credit and between the true cost of different kinds of credit. I should add that we are making special provision to ensure that these regulations will not interfere with overdraft arrangements of the type you offer your current account customers.

'I should like to mention one matter on which I suspect you and I are in full agreement. Is the time approaching when we shall reconsider the weekly rhythm of the economy? How much—how much extra—does society pay for the fact that so many transactions are done on a weekly basis? The cost starts with the weekly payment of wages and develops from there. From the weekly wage habit it follows that HP payments and industrial assurance are on a weekly basis. It follows naturally that the pension paid to those who at work have been on a weekly cycle should continue on a weekly cycle.

'The weekly cash habit is deeply embedded in our social fabric. And it is easy to see why. Certainly it would not be easy to change it. But the possibility of change deserves serious consideration. Certainly many employers wish that a greater availability of banking services would tempt more of their employees to opt for monthly payment. If there are, as I suspect, substantial savings to be gained, would it perhaps be worth someone's money—a bank's, say—to meet the initial costs that would be inevitable in persuading people to abandon weekly cash payment?

'Let me ask you some questions on behalf of consumers. Do your customers always know in advance on what basis the charges for any particular service will be calculated? Is the customer who tells you that your computer has erred as welcome as the one who doesn't?

'And finally, one more important than those—why are your opening hours what they are? You are just as dependent on competition for your retail customers as anyone on the High Street. To put it crudely, if shops can have a six-day week with staff on a five-day week why can't banks? The new era in banking has seen the emphasis on price competition, that is competition in the price of money and the price of services. But there is another area where banks might compete—the provision of services. It would be a most valuable advance for competition in the banking business if a big bank—like yours—decided to try the effect of increasing particular services consumer say they want instead of cutting charges. It would also be thoroughly consistent with the Government's policy of more competition in the banking sector.'

Proposed acquisition by Boots of House of Fraser

SIR Geoffrey Howe, Minister for Trade and Consumer Affairs, has decided to refer the proposed acquisition by The Boots Co. Ltd. of House of Fraser Ltd. to the Monopolies and Mergers Commission for investigation and report under the Fair Trading Act 1973. The Commission are being required to make their report within five months.

The decision to make a reference to the Commission does not in any way prejudge the question of whether or not the merger concerned is contrary to the public interest. It is for the Commission to report on this after investigation. This proposed acquisition is being referred under the size-of-assets criterion of the Fair Trading Act.

Clearance of merger proposals under the Fair Trading Act 1973

ON the information at present before him, Sir Geoffrey Howe, Minister for Trade and Consumer Affairs, has decided not to refer the following proposed mergers to the Monopolies and Mergers Commission under the provisions of the Fair Trading Act 1973:

Investment and Property Holdings Ltd. *or* Matheson and Co. Ltd. (together with certain members of the Reeves family) and Robert Warner Ltd.

Navcot Shipping (Holdings) Ltd. (jointly owned by Vlasov Group and Capitalfin International Ltd.)/Shipping Industrial Holdings Ltd.

Pay Board issues guide to Stage 3

A BOOKLET describing obligations on employers under Stage 3 of the Government's counter-inflation programme was issued by the Pay Board on December 3. The free booklet, *Pay Board: A guide to its work in Stage 3*, is being sent initially to 350,000 employers in industry and commerce. Copies of the booklet—which contains the text of the Stage 3 pay code—and forms for reporting settlements can be obtained from the Information Centre, Pay Board, Cleland House, Page Street, London SW1P 4LW (tel. 01-828 7050) or from any of the Board's regional units.

Chairman for committee on inflation and company accounts

MR. Peter Walker, Secretary of State for Trade and Industry, announced last week that Mr. Francis Sandilands is to be chairman of a committee on inflation and company accounts.

Replying to a Parliamentary question, the Minister said: 'On July 25 I announced that the Chancellor of the Exchequer and I would set up an independent committee to consider the various methods of adjusting company accounts to reflect changes in costs and prices.

'Mr. Francis Sandilands has agreed to chair this committee with the following terms of reference:

To consider whether, and if so how, company accounts should allow for changes (including relative changes) in costs and prices, having regard to established accounting conventions based on historic costs, the proposal for current general purchasing power accounting put forward by the Accounting Standards Steering Committee, and other possible accounting methods of allowing for price changes, and to make recommendations. In considering the question the following matters, *inter alia*, should be taken into account:

(i) the effects upon investment and other management decisions, and upon the efficiency of companies generally

(ii) the effect on the efficient allocation of resources through the capital market

(iii) the need to restrain inflation in the United Kingdom

(iv) the requirements of investors, creditors, employees, Government and the public for information

(v) any implications for the taxation of the profits and capital gains of companies, the assumption being that the share of the total direct tax burden borne by the company sector remains unchanged

(vi) the repercussions on the accounts of other corporate bodies

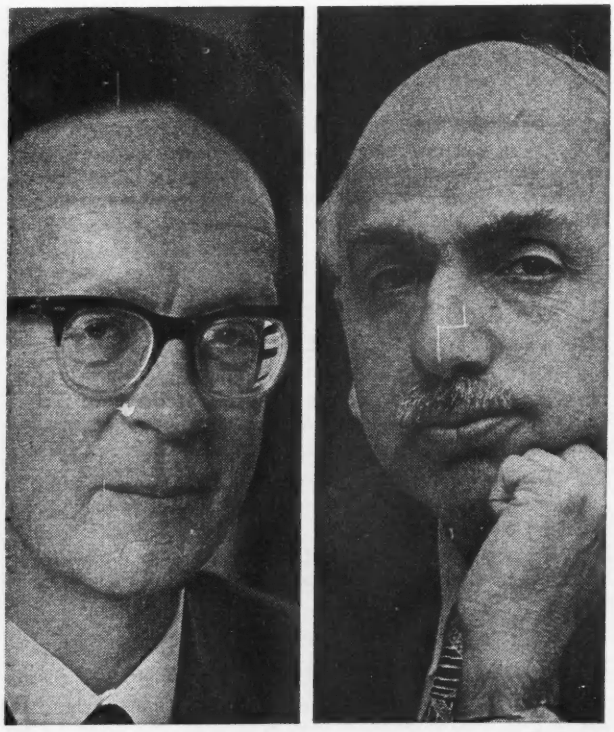
(vii) procedures in other countries particularly EEC.

'Inquiries and correspondence should be addressed to the Secretary of the Committee at the Department of Trade and Industry, Room 1541A, Thames House South, Millbank, London SW1P 4QJ.'

The terms of reference are designed to give the Committee of Inquiry a wide-ranging mandate and specifically require it to consider the impact of relative price changes, not simply changes in the general level of prices. This is to ensure a wide review of all the possible methods of reflecting price changes in accounts. The committee is also specifically asked to make recommendations.

The structure of the committee is intended to reflect the financial, economic and industrial knowledge and experience coupled with detachment, which the breadth of the subject requires. In addition to the chairman, the members will include a practising accountant, an academic accountant, an economist, a tax lawyer, a financial expert and industrialists experienced in both general and financial management. The names of the members will be announced as soon as possible.

Mr. Sandilands is chairman of the Commercial Union Assurance Co. Ltd., a former chairman of the British Insurance Association and a former president of the Insurance Institute of London.



New senior responsibilities at the Department of Trade and Industry were taken up this week by Sir Jack Rampton (left) and Mr. Peter Carey. Sir Jack, a Second Permanent Secretary, is now in charge of energy policy and of the energy and iron and steel industries, in succession to Sir Robert Marshall whom the Prime Minister has appointed to a new post at the Department of the Environment. Mr. Carey has been promoted from Deputy Secretary to Second Permanent Secretary and succeeds Sir Jack as Secretary (Industrial Development).

Companies' fees to be simplified

SIR Geoffrey Howe, Minister for Trade and Consumer Affairs, has announced that draft Regulations* have been laid before Parliament which considerably simplify the fees payable on the incorporation of various types of company—in so doing increasing some and reducing others—and increase the fee payable on the change of name of a company.

The Companies Act 1967, Schedule 3, imposed various scales of fees for new incorporations. In the case of companies limited by shares, or limited by guarantee and having a share capital the scale ranged from £20 to £68 in 524 steps according to the amount of nominal share capital. In the case of a company limited by guarantee and not having a share capital the scale ranged from £20 to £38 in 64 steps according to the number of members.

In both cases a return to the Registrar, accompanied by an additional fee, had to be made if the nominal capital or the number of members was increased across a scale point.

The new Regulations prescribe one fee only—of £50—for registration of all new incorporations. In so doing they eliminate all the graduations referred to above, thus encouraging companies to state at the outset the maximum amount of nominal capital they anticipate attaining, particularly as capital duty is now payable on *paid up* capital and not, as hitherto on *nominal* capital. They will thereby escape having to make further submissions, and paying additional fees, to the Registrar, for any increase in capital. This will ease in both respects the administrative burden on the companies and on the Registry. Similar benefits will accrue in the case of companies not having a share capital.

The justification for introducing one flat fee for all incorporations is that the work involved is substantially the same. The minimum fees payable are being increased from £20 to £50 because the increases then introduced have notably failed to meet their objectives, which in the words of the Report of the Company Law Committee (The Jenkins Committee) (Cmnd. 1749 paragraph 28), were 'to check the spate of irresponsible incorporations'.

The failure to meet these objectives is illustrated by the increased rate of incorporation in recent years, from 19,387 in 1968 to 53,980 in 1972 and running at an even higher rate in 1973.

To register a change of name is estimated to involve 80 per cent of the work arising from a new incorporation and accordingly the relevant fee is raised from £10 to £40.

It has been long apparent that the privileges of incorporation and

* The draft Companies (Fees) Regulations (HM Stationery Office, price 3p net).

limited liability are available too cheaply. It is expected that the introduction of new fees should reduce the number of 'irresponsible incorporations' without prejudicing the genuine business. If an increase of £30 in the minimum fee for incorporation be regarded as prejudicial to the viability of a company, then the economic justification for its creation must be called in question.

The anticipated reduction in the number of incorporations should enable a more efficient and prompt service to be given by the Companies Registration Office in those fields to which the new fees will apply, to the ultimate benefit of all genuinely carrying on business.

'Simply Metric'

A NEW film—*Simply Metric*—produced for the benefit and information of consumers had its first showing in London last week. *Simply Metric* helps people become more familiar with the metric changes. The film will be available on free loan to consumer and women's organisations. It will also be helpful to business and professional groups, schools and colleges, industrial training officers—anyone in fact who is interested in learning or teaching metric for the first time or just getting to know more about metric weights and measures.

Deep-sea trawler casualties 1967-1971

RECOMMENDATION 2 of the Report of the Committee of Inquiry into Trawler Safety* called on the Department of Trade and Industry to publish detailed annual statistics on casualties to vessels and accidents and deaths in the deep-sea trawler fleet. Chapter 2 of the Report contained such statistics for the 10-year period 1958-1967 in respect of personal accidents and for 1957-1966 in respect of casualties to vessels.

The Department published follow-up statistics relating to casualties to vessels for the three years 1967 to 1969 and for 1968 and 1969 in respect of personal accidents in November 1970† and has now published a further series of statistics dealing with the period up to the end of 1971. As far as casualties to vessels are concerned, the tables cover in detail the quinqennium 1967 to 1971 and include comparative figures for the two previous five-year periods; some new tables have been included. The section dealing with personal accidents covers 1970 and 1971.

Copies of this publication are now available from HM Stationery Office and Government Bookshops (31½p net, by post 35½p).

* Trawler Safety, Final Report of the Committee of Inquiry into Trawler Safety (Cmnd 4114), HMSO (72½p net).

† Deep-Sea Trawlers, Casualties to vessels and accidents to men: statistics for the years 1967-1969, HMSO (20p net).

London Airport traffic mainly from South East

MOST of passengers—83 per cent—using London Airports (other than those changing flights) have destinations or origins in the South East of England, says the Civil Aviation Authority. Some results of the '1972 Origin and Destination Survey at London Airports' have been included in the *CAA Monthly Statistics*.

Of foreign passengers at London Airports—91 per cent—were travelling to or from points in the South East, compared with 77 per cent of UK residents. Among business passengers, 89 per cent of trips were to or from the South East, compared to only 81 per cent of leisure passengers. These figures exclude those passengers at London's airports (particularly Heathrow) arriving and departing by air, of whom a substantial proportion are en route to or from provincial airports.

The CAA points out that while Heathrow, Gatwick, Stansted and Southend cater largely for passengers with origins/destinations in the South East (all over 80 per cent) Luton draws just under half its traffic from outside the region, with 25 per cent coming from Yorks/Humberside and the Midlands.

The survey was taken during August-December 1972, when some 37,000 passengers travelling through the five airports were interviewed. It was the widest yet taken and covered besides demographic details, method and time taken, or expected to take, travelling to and from the airport; destination or origin airport and mode of travel at other end; how far in advance the flight had been booked; the size of party who travelled; the purpose of the journey; and the size of the party giving farewell or welcome.

Further results from the Survey will be published in forthcoming issues of *CAA Monthly Statistics**.

* *CAA Monthly Statistics*, Civil Aviation Authority, £25 annual subscription, from CAA Printing and Publication Services, Greville House, 37 Gratton Road, Cheltenham, Glos GL50 2BN.

Official appointments

MR. Peter Walker, Secretary of State for Trade and Industry, has authorised the following appointments:

Mr. J. G. Porter, of Tattershall, and Mr. C. Farmer, of Matlock, to be members of the East Midlands Electricity Consultative Council.

Mrs. E. Turner, of Kidwelly, to be a member of the South Wales Electricity Consultative Council.

Mr. W. T. Gill to be a part-time member of the East Midlands Electricity Board.

Mr. J. W. Harper to be a part-time member of the North Eastern Electricity Board.

Cllr. Mrs. M. P. Skinner to be a member of the Scottish Gas Consumers' Council.

Work is nearly completed on British Petroleum's underground 130-mile pipeline from Cruden Bay, Scotland, to the Grangemouth refinery. The 36-in. pipeline—laid at a rate of nearly a mile a day—will carry crude oil from BP's Forties field, which is expected to produce 250,000 barrels a day by 1975 rising to 400,000 in late 1976. The £4.5 million contract for laying the pipeline is shared by CJB (Pipelines) Ltd., London, and Turriff Taylor Ltd., Brentford, Middlesex. The land line will link up at Cruden Bay with a 110-mile seabed line from the Forties field: work will resume in the spring on this part of the project, over half of which is completed.

PARLIAMENT

Supplementary questions and answers on the points in these pages are published in *Hansard*

MONDAY, NOVEMBER 26

Oil and petrol supplies

Mr. Emery answered a number of questions on oil and petrol supplies.

Asked what percentage of oil is used by domestic motorists, he replied that separate figures of oil used by domestic motorists were not available. He added: 'In 1972, 12.8 million tons of motor spirit were used in cars and motor cycles: this represented 13 per cent of total inland oil deliveries and included use for business purposes. In addition, 372 thousand tons of lubricating oils and greases were used in all types of motor vehicle. This represented a further ½ per cent of total inland deliveries.'

Responding to a Member who wanted to know what contingency arrangements had been made so that, in the event of petrol rationing being introduced, owners of boats would receive an allocation, he said: 'Contingency plans for rationing include special arrangements to cover fishing boats using petrol. The owners of other petrol-fuelled boats will be able to apply for allocations.'

A Member who asked what action had been taken designed to ensure that no oil owned by British companies was exported, diverted or re-exported to Holland, was told that the oil companies in the United Kingdom had undertaken to ensure that crude oil intended for this country was not diverted elsewhere.

To another question Mr. Emery replied that, to his knowledge, there were no oil tankers lying off shore in the United Kingdom waiting to discharge their cargoes of oil owing to the storage capacity on shore being exhausted.

Safety on North Sea rigs

Mr. Emery was asked if he was satisfied with the safety regulations governing those employed in industry, related to the exploitation of oil in the North Sea. He replied: 'Four sets of Regulations under the Mineral Workings (Offshore Installations) Act 1971, have been made; others are being drafted and will be published shortly. I have progress under review. In the meantime petroleum production inspectors enforce safety conditions attached to exploration and production licences.'

District heating from power stations

Replying to a Member who asked what consideration had been given to improving the efficiency of fuel utilisation during the generation of electricity through schemes of district heating linked to power stations, Mr. Emery said that it was the responsibility of the Generating Boards to plan and order power stations for the public supply system. It was their statutory duty to investigate methods of using the heat produced in those stations. There were severe practical difficulties in distributing heat from the large, remotely sited stations which it was the Board's policy to construct.

Propane gas for agriculture

When asked whether powers would be used to alleviate the situation facing rearers of brooding chickens who are dependent on propane gas for heating, Mr. Emery replied: 'The operation of agricultural machinery and equipment used in the production of food is a priority use for the allocation of oil, including liquefied petroleum gas. Priority users who are unable to get their allocation or who have a good reason for a supplementary allocation may invite their supplier to co-operate in making an application to their local Regional Director of the Department for a supplementary allocation.'

Fair distribution of oil

Mr. Boardman was asked what steps were being taken designed to ensure that oil companies received a fair share of available resources, with particular reference to Derbyshire: and if he will make a statement. He said that the Department, with the collaboration of the oil industry, was arranging matters so that all their customers, including independent wholesalers, should receive the allocations to which they were entitled.

Coal reserves

Asked what was the oil equivalent of the estimated reserves in recently discovered but untapped coalfields, Mr. Boardman replied: 'Responsibility for exploration and proving of reserves rests with the National Coal Board, which has recently commenced a greatly expanded programme of exploration. The estimation of workable reserves involves extensive borings and geological studies, and realistic estimates cannot be made until these are completed. I will write to the Rt. Hon. Member when further information on recently discovered reserves is available.'

Grants for pipelines

'What is the effect of the exclusion of "pipelines" from the definitions of "machinery or plant" and "works" towards the cost of which Regional Development Grants may be made under Part I of the Industry Act 1972?' it was asked. Mr. Chataway replied: 'The general effect is that pipes outside qualifying premises are not eligible for grant but most pipes within the boundaries of these premises are eligible. Ineligible pipelines include those for conveying materials or products which do not serve the premises on which they are located and a small number of other pipes which may fall within the strict definition of ineligible pipelines but where the amount of grant involved is unlikely to be commensurate with the administrative task of identifying them. It would accord with the intention and general approach of the Regional Development Grant scheme to regard all pipes on qualifying premises as eligible with the exception of pipelines which do not serve the premises on which they are located and I am proceeding to pay grant on this basis, pending an appropriate amendment to the Act.'

Petrol station signs

In reply to a Member who wanted to know whether a Bill would be introduced to amend the Fair Trading Act to establish that it was illegal for garages to display signs 'Petrol, Regular Customers Only', Sir Geoffrey Howe said that it was a matter that was at present best left to the discretion of the garages themselves.

Commodity and manufactures export prices

A Member asked that as commodity export prices rose at an annual rate of over 45 per cent during the first six months of 1973, and as the price of manufactures exported rose at one-fifth of that rate, would international collaboration be sought to redress the balance between the two; and what steps had been taken in concert with other states to render the terms of trade less disadvantageous to manufacturing states. Sir Geoffrey Howe said that the underlying cause of the situation to which the question referred was the current shortage of foodstuffs and raw materials. The United Kingdom was playing its full part in the international discussions on the resultant problems and means of overcoming them.

Industry Act 1972

Mr. Grant answered a number of questions on the Industry Act 1972. Asked if he was satisfied with the working of the Act, he replied: 'Yes. Over 18,800 applications were received up

(continued on page 530)

Ministers at the Department of Trade and Industry

Secretary of State for Trade and Industry: Mr. Peter Walker

Minister for Trade and Consumer Affairs: Sir Geoffrey Howe
Parliamentary Under-Secretary of State for Trade: Lord Limerick

Minister for Industrial Development: Mr. Christopher Chataway
Parliamentary Under-Secretary of State for Industrial Development: Mr. Anthony Grant

Minister for Aerospace and Shipping: Mr. Michael Heseltine
Parliamentary Under-Secretary of State for Aerospace and Shipping: Mr. Cranley Onslow

Minister for Industry: Mr. Tom Boardman
Parliamentary Under-Secretary of State for Industry and Consumer Affairs: Mr. Peter Emery

Minister without Portfolio: Lord Drumalbyn

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Maryland Port Administration / 19 S. Charles St. / Baltimore, Maryland 21201

BRUSSELS: David K. Tosic, manager / H. Frank Vonderach, assistant manager / Shell Building / 60 Rue Ravenstein / 1000 Brussels, Belgium / 13.01.49 & 13.54.05 / Cable: MARPORT • LONDON: Kenneth L. Newton, manager / Moor House, 119 London Wall / London, England EC2Y 5ET / 01-638-8330 / Cable: BALTPORT

PARLIAMENT
continued

to October 26 for Regional Development Grants under Part I of the Act and £55 million has been paid out. Up to October 31 nearly 1,800 applications for Regional Selective Assistance under Section 7 were received and offers exceeding £76.5 million were made. These offers involved 51,000 new jobs and the maintenance of another 6,500 jobs. Under Section 8 35 applications were received and payment of nearly £6.5 million made. Over 330 applications were received under Section 11 of the Act and payments of construction grants amounted to £22 million. By the end of September loans of £608 million in respect of 279 ships were covered by guarantees under Section 10 of the Industry Act 1972 and Section 7 of the Shipbuilding Industry Act 1967.'

The latest figures were asked for the number of grants made in the UK; the number of grants made to development areas; the number of grants made to special development areas; and how many grants made to firms on Merseyside. The Minister said that to October 31 the following number of grants had been paid:

Firms located in	Part II of the Act	Part III of the Act
United Kingdom	120	288
Development Areas	25	N/A
Special Development Areas	17	N/A
Merseyside	4	12

Figures for Regional Development Grants were not separately analysed in terms of individual grants.

Mr. Grant was further asked how many applications had been made for assistance by firms on Merseyside; how many had been granted; and how many refused. He replied: 'Up to October 31 firms on Merseyside had submitted applications for 66 projects under Section 7 of the Act. Twenty-one offers have been made, 13 applications withdrawn and five applications were rejected. For the same period 12 applications were made under Section 11, all of which were granted. Corresponding figures relating to Regional Development Grants are not yet available but £5.4 million has been paid to Merseyside firms for grants in respect of plant and machinery. Additional payments have been made in respect of building grants.'

Bishop Auckland factories

Mr. Chataway was asked if tenants had now been found for the two factories in the Bishop Auckland area vacant in July; and how many men and women, respectively, were likely to be employed in each by the beginning of 1974. He said that both factories had now been allocated. Within the first six months of 1974 about 50 people were likely to be employed (mostly male) and when fully operational the units were expected to provide jobs for over 200 people, including about 150 men.

Mr. Grant said that construction was expected to start early in 1974, when asked when construction work would begin on the Government advance factory approved for the Bishop Auckland area.

Citizens' Advice Bureaux in Wales

Sir Geoffrey Howe, in response to a Member who wanted an indication of the amount of grant given to support the Citizens' Advice Bureaux in Wales in the past year, and how this grant was distributed, gave the following reply: 'Of the grant which my Department makes available through the National Council of Social Service, £114,000 is allocated this year for central services for Citizens' Advice Bureaux in England and Wales. It is not possible to say how much of the total is used to benefit bureaux in Wales, either collectively or individually. The same is true of the grant of £34,380 provided by the Civil Service Department.'

Greaseproof paper

A Member put the question: 'What was the total quantity of greaseproof paper produced or imported during the first nine months of 1973 and of each of the previous three years, and the price per ream at the latest available date and three years earlier?' In reply Mr. Chataway gave the following available information:

Thousand tonnes

	Jan./Sept. 1970	Jan./Sept. 1971	Jan./Sept. 1972	Jan.–Sept. 1973
Domestic production				
Food-wrapping papers	58.7	43.7	41.4	40.4
United Kingdom imports				
Food-wrapping papers of which	27.2	29.1	28.3	31.4
Greaseproof and imitation greaseproof paper	20.6	19.4	20.7	20.8

The only available indication of the trend of prices is shown by the average unit values of imports which for greaseproof and imitation greaseproof paper were £144 cif per tonne and £203 cif per tonne in September 1970 and September 1973, respectively. These average values are not true prices as they are influenced by varying qualities, transport costs and other factors.

Shiprepairing report

Replying to a Member who wanted to know when he expected to receive the consultants' report on shiprepairing, Mr. Grant said that he expected to receive the report from the consultants shortly. A large number of shiprepairers both in Great Britain and abroad had been visited and the study had taken longer than originally envisaged.

Cargo aircraft at Heathrow

'What proportion of landings and take-offs at Heathrow Airport are of freight carrying aircraft as distinct from passenger aircraft (a) during the day and (b) at night?' asked a Member. Mr. Heseltine said that he was advised by the Civil Aviation Authority that, for the year ending September 30, 1973, the information is:

AIR TRANSPORT MOVEMENTS—HEATHROW

Per cent

	All freight	Passenger or passenger/freight
Day (0600-2330 GMT)	6.7	93.3
Night (2330-0600 GMT)	66.2	33.8

Accidents to miners

'What was the accident and death rate at work of miners during 1970, 1971 and 1972 and the latest figures for 1973?' asked a Member. In response Mr. Emery gave the following figures:

COAL MINES[1]—death and injury rates per 100,000 manshifts

Year	Deaths	Serious injuries	All injuries[2]
1970	0.14	1.00	141.94
1971	0.11	1.00	121.03
1972	0.12	0.98	112.13
1973[3,4]	0.17	1.06	123.00

1. Rates for mines other than coal mines are not available.
2. Deaths, serious injuries and injuries resulting in certified absence of more than three days.
3. Provisional figures for the 40 weeks 24/12/72 to 29/9/73.
4. Includes the three disasters at Lofthouse, Seafield and Markham collieries.

Vehicle production and exports

Mr. Grant, in reply to a Member who wanted to know whether he would give the latest available figures for 1973 of the production of cars and commercial vehicles; the figures of new registrations of these vehicles at home, the number of such vehicles that have been exported and the sterling value in both instances, gave the following figures. Value figures are not available for new registrations, or for production for recent periods.

PRODUCTION, NEW REGISTRATIONS AND EXPORTS OF CARS AND COMMERCIAL VEHICLES

	Cars	Commercial vehicles
	January-October 1973	
Total production	1,436,626	345,337
of which for home	940,471	216,934
export	496,155	128,403
Total new registrations (including imported vehicles)	1,499,068	260,269
Total exports	494,723	134,740
	£'000	
	311,462	177,498

New registration figures are provisional and correspond respectively to those for the categories of 'Private cars and vans' and 'Goods vehicles' together with 'Public transport vehicles' announced by the Department of the Environment on November 22.

Export figures given are from Overseas Trade Statistics tabulations available from Customs and Excise.

Mr. Grant was further asked if, in view of the fact that in 1970 there were 1.641 million cars and 0.458 million commercial vehicles produced, and of this number 0.690 million cars and 0.172 million commercial vehicles were exported and that, by 1972 the figures were 1.921 million cars and 0.408 million commercial vehicles, of which only 0.627 million cars and 0.140 million commercial vehicles were exported, he would take action designed to reverse this trend. The Minister said that, although the proportion of vehicles exported as a percentage of total output fell between 1970 and 1972, in money terms the small reduction in the value of exports over this period was much more than offset by increased exports of parts and components. Cars and commercial vehicles to a value of £507 million were exported in 1970, and to a value of £505 million in 1972. Over the same period, the value of parts and components exported rose by nearly £100 million.

Elstree film studios

The question was asked as to what agreement had been reached regarding the future of the EMI-MGM Film Studios at Elstree, Boreham-wood; if the trade unions were consulted; what effect on manpower would result; whether it was the intention to use financial support from the National Film Finance Corporation. Mr. Grant said that the management of EMI announced on November 16 that, following negotiations with the trade unions, it had been agreed that Elstree Studios would remain open on the understanding that the number of employees would be reduced to about 250. It was not the function of the National Film Finance Corporation to support particular studios.

OMT Helston factory

Several questions were put concerning the Optical Measuring Tools Ltd. factory at Helston.

To a Member who wanted to know what effect the factory's closure would have upon exports and imports, Mr. Grant said he had been informed by the parent company that it was not intended to cease the manufacture of precision optical equipment and that this activity would be transferred to other premises of the Newall Group. The effect on exports and imports should, therefore, be minimal.

Mr. Grant was also asked if he would consult with the Machine Tool Trades Association and other engineering industry trade associations about the effect on the engineering and allied trades if the proposed closure of the factory went ahead. He replied that his Department was in close touch with the parent company on the proposed closure of the factory at Helston. He understood that it was the company's intention to transfer these manufacturing activities to other parts of the Newall Group. In view of this, he did not consider it necessary to consult with other bodies.

When asked if he was satisfied that there were alternative UK manufacturing resources for precision optical equipment if the proposed closure took place, Mr. Grant said that he had been informed by the parent company that there was no intention to cease manufacture of this equipment. Manufacture was to be transferred to other premises of the Newall Group.

Loss of 'Glen Shiel'

Mr. Onslow, when asked to make a statement on the loss of the British motor vessel *Glen Shiel* on June 29 last, said that in the light of the findings of the preliminary inquiry into the casualty, a formal investigation was to be held under Section 466 of the Merchant Shipping Act 1894. The date and place of the Investigation would be announced as soon as possible.

Steel exports

A Member asked what was the volume of exports of steel and steel products during the first nine months of 1973, as recorded by HM Customs and Excise and by the steel industry, respectively; and if in the Official Report a table would be published showing corresponding figures for each of the previous 10 years. In reply Mr. Emery gave the following figures on ingots, semi-finished and finished steel:

Million tonnes

	January-September 1973
Exports recorded by HM Customs and Excise	3.06
Deliveries for export reported by producers (provisional)	2.66

The following table shows figures for each of the previous 10 years of United Kingdom exports of ingots, semi-finished and finished steel:

Million tonnes

	Exports recorded by HM Customs and Excise	Deliveries for export reported by steel producers
1963	3.19	3.09
1964	3.50	3.34
1965	3.58	3.40
1966	3.33	3.34
1967	3.70	3.77
1968	4.10	4.03
1969	3.70	3.46
1970	3.84	3.32
1971	4.71	4.52
1972	4.45	4.32

The lowness of the export figures, compared with deliveries, in 1966 and 1967, may have been caused by under-recording of exports in these years (see page 665 of the *Board of Trade Journal*, September 10, 1969).

TUESDAY, NOVEMBER 27

Fuel in cans

Asked if he was aware that the ban on the sale and transport of petrol and diesel fuel in cans was bringing the building industry to a standstill, and if he would make some appropriate amendment, Mr. Emery replied: 'The Motor Fuel (Restriction of Supplies) Order 1973 does not restrict the sale of motor fuel in cans to firms within the building industry if this has been the customary method of purchase, and provided the fuel is acquired in a normal quantity from the purchaser's normal supplier, I presume this has to be for use within a reasonable time in the course of the purchaser's business.'

Colliery manpower

To a Member who wanted to know the number of men recruited each month during the past 12 months for underground working in the mining industry and the numbers of men employed in the mining industry, for each month during the past 12 months, Mr. Emery gave the following figures:

COLLIERY MANPOWER AT NCB MINES

	Average number of wage earners on colliery books (Thousands)	Recruitment (Number)
1972 November	267	1,519
December	266	1,769
1973 January	265	1,600
February	265	1,897
March	264	1,938
April	263	1,261
May	261	1,288
June	260	1,351
July	257	1,071
August	256	1,352
September	253	1,867
October	250	1,417

Numbers of recruits for underground working are not available.

Coal miners leaving the industry

Mr. Emery said that about 9 per cent of men leaving the industry for any reason were from collieries which have closed, when he was asked what proportion of coal miners leaving the industry were from closed pits.

In answer to another Member who wanted to know how many miners had left the coalmining industry in the past three months, Mr. Emery said: 'In the 13 weeks ended October 27, a total of 11,652 men left the industry. In the same period there were 4,636 recruits, giving a net reduction of 7,016 men. There has been 2,650 job losses due to five pit closures during this period.'

Fuel for disabled drivers

Mr. Emery, in response to a Member who wanted to know what special provisions were being made in the event of motor fuel rationing for disabled drivers, said: 'If motor fuel rationing were introduced there would be special arrangements to enable disabled drivers, where necessary, to get more than the basic allowance. Special allocations would be given to disabled persons who, in the course of their work, used either (a) a vehicle provided by the Department of Health and Social Security, (b) a vehicle in respect of which a grant or annual maintenance allowance was payable by that Department, or (c) a vehicle which was exempt from payment of excise duty. All disabled drivers, whether private or business users, would be given special priority in claims for supplementary allowances.'

Heating places of worship

Asked whether he would now authorise electricity to be used for heating places of worship on Sundays (a) in the mornings and (b) at times in the evening which did not coincide with other peak user demands, Mr. Emery replied: 'A general licence was issued on November 23 under which premises being used as churches, chapels or other places of worship or religious education are permitted without further application to use electricity for the purpose of heating provided that this use extends to only six hours in any period of seven days. This relaxation applies only when the premises are used for worship or religious educational purposes. Churches like other users can of course continue to use electricity for night storage heating purposes between the hours 00.30 and 07.30.'

WEDNESDAY, NOVEMBER 28

Executive jets and fuel savings

To a Member who asked if legislation would be introduced to prevent the use of executive jets for journeys without the majority of the passenger capacity being used so that fuel might be saved; and if those intending to travel by this means would be advised to use scheduled flights if available, Mr. Heseltime responded: 'The arrangements for allocation of fuel announced to the House last week apply to the operators of executive aircraft. Separate legislation to cover such cases would not be appropriate. I am discussing priorities for oil allocation with the civil aviation industry, and I would certainly ask anyone contemplating travel by executive aircraft to use scheduled flights wherever they are available.'

Heating of public places

The question was put: 'What guidance is being issued to persons and organisations responsible for public and semi-public places such as church halls which are heated by electricity or gas?' It was also asked if there would be issued a general direction to the boards of the nationalised industries concerned to make clear and definite announcements about times and places of cuts caused by disruption of one kind or another. Mr. Emery, in reply, said that wide publicity had been given to the Orders affecting the use of electricity for space heating and to the concession given in respect of places of worship and religious education. If cuts became necessary, the electricity area Boards gave as much notice as possible.

Commonwealth trade

In response to a request for a table showing total Commonwealth trade as a proportion of the UK's total world trade in 1952, 1962 and 1972, and the comparable figures for the USA and EEC. Sir Geoffrey Howe supplied the following information:

	Percentage of trade with:		
	Commonwealth (a)	USA	EEC (b)
UK imports			
1952	38	9	18
1962	30	10	22
1972	19	11	32
UK exports			
1952	37	7	18
1962	28	9	27
1972	18	12	30

(a) excludes Pakistan
(b) enlarged EEC

Cotton yarn imports and employment

Asked what estimate had been made of the effect of removing controls on the imports of cotton yarn on short-term or long-term unemployment in the North West, Mr. Grant gave the following reply: 'Removing present controls would be likely to affect some jobs. However, I

(continued on next page)

PARLIAMENT
continued

would expect the affected areas to benefit from the selective industrial assistance available under the Industry Act. My Department has already offered selective assistance for 97 projects which are likely to create some 7,200 new jobs and safeguard a further 1,000 in the North West over the next few years; applications in respect of an additional 135 projects offering approximately 8,200 jobs are under consideration. A significant proportion of these jobs are expected to be in areas where the textile industry is concentrated.'

Coalmining manpower

In reply to a Member who wanted to know figures showing the extent of the coal industry's loss of manpower in each of the four years ending in October 1973, showing how many cases were due to having reached retirement age, how many to incapacity grounds and how many to voluntary resignations, and also how many new entrants there were to coalmining in each of the four years ending in October 1973, Mr. Emery gave the following information:

MANPOWER WASTAGE FROM NCB COLLIERIES

	1965	1966	1967	1968	1969	1970	1971	1972	1973
Deaths	2,593	2,470	2,204	1,866	1,602	1,606	1,422	1,434	1,449
Retirements	8,178	7,809	7,307	6,186	4,153	3,823	3,542	3,337	3,135
Medical reasons	10,079	9,762	7,577	6,208	4,997	4,255	4,000	2,958	2,631
Dismissals and redundancies	4,488	5,843	10,969	29,084	12,870	9,986	7,704	9,477	8,290
Voluntary wastage	44,902	39,893	28,168	29,175	24,673	22,812	17,248	10,186	17,889

NEWLY EMPLOYED RECRUITS TO NCB COLLIERIES

1965	1966	1967	1968	1969	1970	1971	1972	1973
13,163	13,127	11,384	6,144	9,650	11,009	15,048	5,670	7,920

The figures for 1965-69 inclusive are for year ending December 31.
The figures for 1970-73 inclusive are for year ending September 30.

German firms in Scotland

'How many firm investment decisions for the location of industrial developments in Scotland have been taken by German industrialists since June 1970?' asked a Member. Mr. Grant said that the Department was aware of four German firms which had decided to locate in Scotland since June 1970.

Powered boats

When asked whether consideration had been given to the introduction of compulsory third party insurance for powered boats, Mr. Onslow replied 'We have considered this fully, and conclude that while third party insurance is clearly desirable and is frequently taken out, the administrative effort in making it compulsory would be disproportionate to the improvement in safety which would result. Emphasis is therefore being placed on education and publicity to improve boating safety, and to this end a Seaway Code is being published next February.'

It was further asked what statistics were available to the Department about the number of accidents, at sea and on inland waters, in which powered boats were involved; whether the number of cases in which third parties had been injured could be given; and whether the figures for 1970, 1971 and 1972 could be given. Mr. Onslow said that the total number of incidents at sea concerning motor vessels recorded by HM Coastguard in the years ended March 31, 1971 and 1972, were 319 and 445 respectively. In the year ended March 31, 1973, during which the method of recording was changed, incidents concerning powered pleasure craft totalled 530. Information on injuries to third parties was not available. The Department was considering to what extent collection and presentation of the statistics might be improved in order to bring out more clearly the implications for small-craft safety. Wider issues, including accidents on inland waters, would be considered by the Home Office working party on drowning accidents and safety measures, announced on November 14, 1973, on which the Department would be represented.

THURSDAY, NOVEMBER 29

Electric heating of churches

Several Members put questions on the heating of places of worship under the Electrical Heating (Restriction) Order 1973. Mr. Boardman said that he had issued a licence authorising the consumption of electricity for the purpose of heating any premises for use as a church, chapel or other place of worship or religious education for not more than six hours in any period of seven days. This was in addition to night storage heaters, provided electricity for these was used only between 00.30 hours and 07.30 hours.

Petroleum and price code

Sir Geoffrey Howe replied 'None', when asked how many representations had been received alleging that the Stage 3 price code had been disregarded in respect of the distribution and retailing of petroleum products; and what action had been taken.

Heating for playgroups

To a Member who wanted to know what was HMG's policy towards allowing arrangements to be made to provide heating for playgroups in the same way as heating for schools in present conditions, Mr. Emery said: 'Two factors usually will apply. Firstly the premises may be exempt from the scope of the restriction if, for example, they are used wholly or mainly for education. Otherwise, if a play group meets in premises which are heated by electricity and which have no form of alternative heating, application may be made for a licence and this will normally be granted. The application should be made to the Regional Office of the Department of Trade and Industry in whose area the premises are located. Electric storage heaters may in any case be used between the hours of 00.30 and 07.30.'

Flying clubs and fuel

Asked whether, in the interests of fuel economy, restrictions would be imposed, as a temporary measure, on the activities of private flying clubs, Mr. Heseltine said that the activities of private flying clubs were already subject to the cuts in fuel supply announced in the House on November 19. He hoped all of these restrictions would be temporary.

Pergamon Press

A Member asked what were the expenses so far incurred by the Department in connection with the investigation under Section 165(b) of the Companies Act 1948 into the affairs of Pergamon Press Ltd. by the inspector appointed by the Department in 1969, including legal expenses and the remuneration of the inspectors and their assistants. Sir Geoffrey Howe said that the bills rendered so far by the inspectors for their work, which had resulted in the three reports, totalled £134,750. An estimate of the Department's legal costs could not be given until the litigation was completed.

Concorde and industrial disputes

Mr. Heseltine was asked, if, as part of the consideration of the rationalisation of production of Concorde, it would be sought to ascertain and publish how many production man-hours had been lost at BAC Filton during 1973 on Concorde production, as a result of industrial disputes, and the corresponding figure lost at Toulouse. The Minister replied that he was concerned at the consequences for Concorde production of delays arising from industrial disputes and he had discussed the position with the management of BAC.

Fuel supplies for horticulturists

Mr. Boardman said that the DTI, with assistance from the oil industry, was arranging matters so that suppliers would be better able to deliver oil to consumers against their allocations; when asked what steps were being taken designed to ensure that horticultural growers, whose production depended on a constant supply of fuel oil for heating greenhouses, obtained it.

Dounreay fast breeder reactor

To a question asking for a statement about the progress of the development of the prototype fast breeder reactor at Dounreay, Mr. Boardman said: 'Integrated commissioning of the prototype fast reactor at Dounreay started in July with sodium filling of the primary circuit. The complete range of tests in temperatures up to 250°C proceeded smoothly and according to timetable. Satisfactory operation of the sodium circulating pumps and the control-rod mechanisms and satisfactory behaviour of the core structure were confirmed. Whilst the temperature was being raised for higher temperature tests, the instruments on one of the three sodium pumps gave unsatisfactory indications and on examination one of the shaft bearings was found to have seized. The pump will be replaced with a spare, but meanwhile commissioning of the primary circuit continues using other pumps. During commissioning of one of the three secondary circuits (in which steam is raised) the bearing failed on the pump, which has now been removed for replacement. Commissioning of the other two circuits is proceeding. The fuel handling equipment is being tested ready to load fuel in December and achieve criticality in January. Provided satisfactory progress is maintained significant power operation is expected in the spring.'

British Airways' organisation

Asked whether the British Airways Board had submitted further proposals about the future organisation of the group's affairs, Mr. Heseltine replied that the Board had submitted a Third Report on Organisation and in accordance with Section 39(2) of the Civil Aviation Act 1971, the Report was being laid before Parliament that day. Copies were available in the Vote Office. The Report stated that it was the opinion of the Board that the two air Corporations should be dissolved on April 1, 1974. The necessary Order

under Section 57 of the Civil Aviation Act 1971 was accordingly being laid before Parliament that day to dissolve the Corporations.

Further asked whether the British Airways Board had been set a financial objective, in accordance with Section 50 of the Civil Aviation Act 1971, the Minister said: 'After consultation with the Board and with the approval of the Treasury, I have decided that it would be reasonable to expect the British Airways Board to achieve an average rate of return on mean net assets of 8 per cent over the period 1972-75, which will be their first three years of operation. I am making a formal determination accordingly under Section 50 of the 1971 Act.'

Reporting by Monopolies Commission

In response to a Member who wanted to know what was the length of time between reference and report of all cases referred to the Monopolies Commission in the past five years, Sir Geoffrey Howe gave the following information:

MERGER INQUIRIES

Inquiry	No. of weeks taken (to nearest whole week)
Unilever/Allied Breweries	15
Rank Organisation/De la Rue	15
British Sidac/Transparent Paper	15
Beecham/Glaxo Boots/Glaxo	20
British Match/Wilkinson Sword	11

MONOPOLY AND GENERAL INQUIRIES

Inquiry	No. of months taken (to nearest whole month)
The supply of fire insurance	38
The supply of asbestos and certain asbestos products	35
The supply of starch, glucoses and modified starches	22
The supply and export of wire and fibre ropes	27
Connection charges for electricity and gas	10
The practice of parallel pricing	22
The supply and export of machinery for the manufacture of footwear	19
The prices of ready cooked breakfast cereals	14
The prices of Chlordiazepoxide and Diazepam	17
The supply of plasterboard	13
The supply of cross-Channel car ferry service	13

NOTES

1. There are at present before the Commission 10 monopoly and two merger references on which inquiries are in progress.
2. The length of time is measured from the date of the reference to the date on which the report was signed.

FRIDAY, NOVEMBER 30

IMEG Report

In answer to a Member, who asked what specific proposals of the IMEG Report were being implemented by the Government, Mr. Grant gave the following brief position report:

Monitoring oil companies purchases: The offshore operators provide quarterly returns of purchases and expected purchases.

Credit: The offshore supplies interest relief grant scheme was announced on November 6. This will provide grants at a fixed rate (initially 3 per cent) on borrowing undertaken to finance contracts for the provision of UK goods or services to fixed offshore installations on the UK Continental Shelf.

Government insurance of venture investments: This is possible for suitable projects under the Industry Act.

British offshore drilling capability: A number of British firms have entered the market; others are interested.

Record of operator in placing orders in UK should be taken account of in award of licences: The quarterly returns of purchases mentioned above are analysed for this purpose and a review of licensing policy is in progress.

Leasing of contractor's equipment by Government: It is preferable for firms to be directly involved in acquiring equipment. Discussions are under way with firms exploring possibility of projects involving a number of types of equipment in this category (eg heavy-lift cranes).

Partnerships with overseas contractors: These are being formed. We are anxious that foreign investment should result in a competitive lasting and world wide British capability in the provision of offshore supplies and equipment.

Training and Education: The Government has recently welcomed the report on education and training for offshore development prepared by an interdepartmental working party. The Departments concerned are now following up the report's recommendations in consultation with Industry Training Boards and the industry.

Information Service: Arrangements are proceeding aimed at the publication by Spring 1974 of a directory of British suppliers. The Department is looking into the need for anything further.

Research and Development: Various projects are under way. The Ship and Marine Technology Requirements Board is studying the whole picture and the NEL have set up 'offset' to carry out research and development under contract.

Infrastructure: Economic Planning Boards keep infrastructure requirements under continuous review. In Scotland infrastructure requirements are also kept under review by the task force of senior officials and by the Oil Development Council.

Further studies: Some have been completed (eg IMEG on heavy-lift floating cranes; Crouch and Hogg on deep-water coastal sites in Scotland for the construction of concrete platforms). We have put in hand a study of the market for drilling-rig contractors and constructors and are considering a report on sub-sea pipeline laying techniques.

Hotel improvement payments

It was asked what was the total sum allocated to the English Tourist Board for hotel improvements and extensions; what was the total sum so far expended; and how many projects involving what sum were still under consideration. In reply Mr. Grant said: 'Information about payments made under the Hotel Development Incentives Scheme is a matter for the national tourist boards who are responsible for its administration and publish details in annual reports which are laid before Parliament. Expenditure in England, however, is expected to amount to rather more than £50 million when all valid applications have been approved and settled.'

Regional Development Fund

It was asked when projects concerning financial assistance from the European Regional Fund should be made to HMG for presentation to the EEC. Mr. Grant replied that agreement had not yet been reached on the detailed arrangements for the Regional Development Fund but it was hoped to forward our initial applications for assistance early in the New Year.

EEC assistance for Teesside steel complex

Mr. Grant was asked what financial assistance had been given from the European Economic Community towards the development of iron ore necessary for the steel complex on Teesside. He replied that the European Investment Bank signed an agreement with the British Steel Corporation on October 31, 1973, for a loan of £14.7 million at a rate of interest of 8¼ per cent per annum towards the cost of new burden preparation facilities for the new integrated steel-making complex to be built at Teesside. These burden facilities included facilities for the preparation of iron ore.

Fuel for Derbyshire farms

To a Member who wanted to know if, as a matter of urgency, action would be taken designed to ensure that those farmers in Derbyshire without diesel fuel would be given priority supplies, Mr. Boardman said that the Department had arranged with the oil industry for the oil companies to alleviate local shortages which have occurred in some parts of the country, including Derbyshire.

Share of world trade

To the question, 'What has been the percentage share of world trade held by, respectively, the UK, USA, France, Germany, Italy, Japan and Sweden for each year since 1950?' Sir Geoffrey Howe gave the following information. The table below sets out the share of each of the countries in the total value of exports of manufactures by the world's 12 main manufacturing countries for each year since 1954. Figures for years earlier than 1954 are not readily available. (For 1969 it has been estimated that exports of manufactures by these 12 countries accounted for 76 per cent of the total world trade in manufactures).

Per cent

	United Kingdom	United States	France	German Federal Republic	Italy	Japan	Sweden
1954	20.2	25.3	9.1	14.9	3.2	4.7	2.7
1955	19.9	24.4	9.3	15.4	3.3	5.1	2.6
1956	19.4	25.2	7.8	16.3	3.5	5.6	2.7
1957	18.4	25.3	8.0	17.5	3.8	5.9	2.8
1958	18.3	23.2	8.6	18.5	4.1	6.0	3.0
1959	18.0	21.1	9.2	19.0	4.4	6.7	3.0
1960	16.5	21.6	9.6	19.3	5.1	6.9	3.1
1961	16.5	20.5	9.4	20.2	5.7	6.8	3.2
1962	15.5	21.9	9.0	19.5	5.8	7.2	3.3
1963	15.3	21.3	9.0	19.8	6.0	7.5	3.4
1964	14.2	21.5	8.7	19.4	6.3	8.2	3.4
1965	13.8	20.3	8.8	19.2	6.8	9.4	3.3
1966	13.2	20.2	8.6	19.4	6.9	9.7	3.3
1967	12.2	20.4	8.5	19.6	7.0	9.8	3.3
1968	11.3	20.2	8.2	19.5	7.3	10.6	3.2
1969	11.2	19.3	8.2	19.6	7.3	11.2	3.2
1970	10.6	18.6	8.8	19.9	7.2	11.7	3.4
1971	10.9	17.0	8.8	20.1	7.3	13.0	3.3
1972	10.1	16.2	9.3	20.3	7.6	13.2	3.3

The world's 12 main manufacturing countries include, in addition to those listed, Canada, Belgium, Luxembourg, Netherlands and Switzerland.

In the calculation of percentage shares, USA special category exports have been excluded both from the USA figure and from the total of manufactures' exports of all 12 countries.

Government policy on trade with South Africa

—Lord Drumalbyn

As the chief guest at the annual council luncheon of the United Kingdom South Africa Trade Association on November 26, Lord Drumalbyn, Minister without Portfolio, in reply to the chairman's toast to HMG, gave an account of his recent visit to South Africa and outlined the Government's policy for continuing trade with that country.

He began: 'I went to South Africa to signify that Great Britain recognises and appreciates South Africa as a trading partner of major importance with whom we as a country are most anxious to maintain close and friendly relations. I went also to observe the state of the South African economy and the prospects for British trade and the effectiveness of British export promotion.'

Referring to the upturn in the South African economy, and the opportunities which this afforded to British exporters, he said: 'In the course of the next few years South Africa will be in the market for a whole host of developments—for example coal mines, steel plant, electricity generation, radio and television services, exploration for under-sea oil and gas, textile machinery, sugar refining machinery, and land, sea and air transport.

'We have a great advantage, not only because of our traditional links with her, but because the entire South African business community speaks English. It suits them better to buy British.

'South Africa is determined to develop her resources. For example, I visited Richards Bay in the North-East and saw the site for the vast new port and the plans for all the social and industrial development there. South Africa is also determined to broaden its industrial base and to encourage the processing of her raw materials at home: for this purpose she is anxious to encourage investment from overseas and particularly joint ventures with overseas investors willing to provide "know-how" as well as capital. She would like the British Government to give publicity to opportunities for joint participation as and when they occur, eg in construction. I said we would do what we could—and we can do something through our Export Services—but the best publicity is in the success of joint ventures already undertaken.'

The Minister also referred to the feeling of many South Africans that British firms did not always meet promised delivery dates. While appreciating that full order-books could mean long delivery periods, they pointed to a failure by many firms to let them know as soon as it became apparent that delivery would be delayed. Furthermore, British firms were said not to provide as effective an after-sales service as some of their foreign competitors.

Quoting recent visible trade statistics, Lord Drumalbyn concluded: 'It looks as if 1973 will be a record year for UK/South African trade. Our exports are 25 per cent up on 1972 and our imports from South Africa have already exceeded the total for any previous year.'

New chairman of BAEC

Mr. Michael Noble is the new chairman of the British Agricultural Export Council, in succession to Sir Rudy Sternberg, chairman for seven years, who becomes honorary president. Before becoming a member of the Government in 1962, Mr. Noble was chairman of the Liverstock Export Group. Due to retire as Member of Parliament for Argyllshire at the next election, he was formerly Secretary of State for Scotland, President of the Board of Trade and Minister for Trade at the Department of Trade and Industry.

Deputy chairman of BAEC is Mr. F. Dean Swift, director-general of the Agricultural Engineers Association.

Services to exporters

The following DTI offices provide services for UK exporters

Headquarters

Export Services and Promotions Division

Export House, 50 Ludgate Hill, London, EC4M 7HU
Tel. 01-248 5757. Telex 886143 DTI EXPORT LDN

Regional

Office for Scotland

314 St. Vincent Street, Glasgow G3 8XF
Tel. 041-248 2855. Telex 77583 DTI GLASGOW

Inverness District Office

Caledonia House, 63/67 Academy Street, Inverness, IV1 1LU
Tel. Inverness 30867

Office for Wales

Government Buildings, Gabalfa, Cardiff, CF4 4YL
Tel. Cardiff (0222) 62131. Telex 49267 DTI CARDIFF

Yorkshire and Humberside Regional Office

City House, New Station Street, Leeds, LS1 4JQ
Tel. Leeds (0532) 38232. Telex 557470 DTI LEEDS

Northern Regional Office

Wellbar House, Gallowgate, Newcastle upon Tyne, NE1R 4T
Tel. Newcastle upon Tyne (0632) 27575. Telex 53178 DTI NTYNE

Cumberland and Westmorland District Office

Town Hall, Cockermouth, Cumberland
Tel. Cockermouth (090-082) 3498/9
Telex 64173 DTI COCKERMOUTH

North-Western Regional Office

Sunley Building, Piccadilly Plaza, Manchester, M1 4BA
Tel. 061-236 2171. Telex 667104 DTI MCHR

West-Midlands Regional Office

Ladywood House, Stephenson Street, Birmingham B2 4DT
Tel. 021-632 4111. Telex 337021 DTI BHAM

East-Midlands Regional Office

Cranbrook House, 47 Cranbrook Street, Nottingham NG1 1ES
Tel. Nottingham (0602) 46121. Telex 37143 DTI NOTTM

South-Western Regional Office

The Pithay, Bristol, BS1 2PB
Tel. Bristol (0272) 291071. Telex 44214 DTI BRISTOL

Northern Ireland Ministry of Commerce

Chichester House, 64 Chichester Street, Belfast BT1 4JX
Tel. Belfast (0232) 34488. Telex 74578 GOVNI BELFAST

Advertising in *Trade and Industry*

Inquiries about advertising in *Trade and Industry* should be addressed to HMSO, Room C70, Atlantic House, Holborn Viaduct, London EC1P 1BN (Tel. 01-248 9876 ext. 6147).

Consumer goods bicentennial opportunities in US

THE British Overseas Trade Board has published a 24-page illustrated booklet, *Your Opportunity*, which highlights the special openings for selling consumer goods in the United States created by events already under way in celebration of the bicentenary of American Independence in 1976. Lord Redmayne, deputy chairman of the House of Fraser and of Harrods Ltd., who is chairman of the BOTB's North American Advisory Group, points out in his introduction to the booklet that 'although the bicentennial year itself is 1976, the American retail market will be fully active in this field from late 1974 onwards.' He therefore stresses the need for British manufacturers to start planning for production immediately.

The booklet gives advice on the design of products for this bicentennial market: 'Although reproductions of Georgian and 18th-century items such as furniture will loom large, 50 per cent of demand in, and around, the bicentennial, will be for readaptations, in the most liberal sense of the word, of period pieces. What is needed, therefore, is a return to 18th century, to Georgian, with a contemporary adaptation.' A list is given of ideas for design and research. Also included is advice on the marketing, including packaging, of suitable products and the part which the official export service can play in helping manufacturers to establish themselves in this rich market.

Copies of the booklet are available from: Room F06, Export House, 50 Ludgate Hill, London EC4 7HU (tel: 01-248 5757, ext. 343).

Charges for participation at joint ventures at overseas trade fairs

THE British Overseas Trade Board, in order to enable its resources to be more fully deployed in response to increasing demands from British firms for the services provided, has decided to introduce certain changes in the charges for participation in joint ventures at overseas trade fairs.

All participants in joint ventures will be charged £3 per sq. m. for space and stand shell occupied, instead of a flat participation fee of £50 per exhibitor. This change will apply to joint ventures taking place from July 1, 1974. Apart from this, all other conditions of the joint venture scheme will remain unchanged.

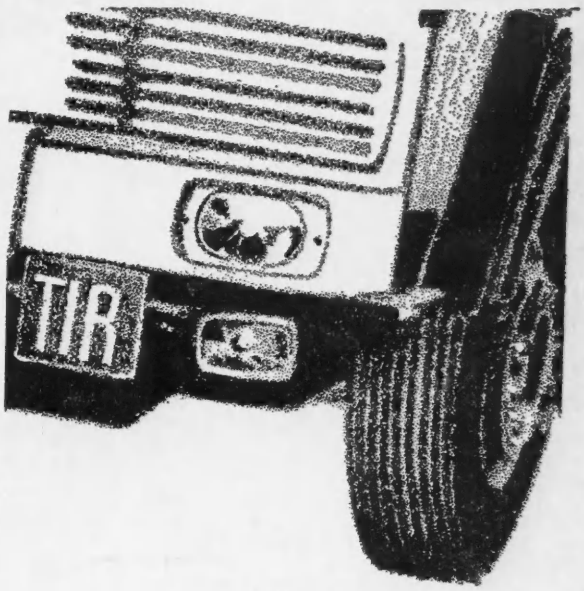
The Board deploys well over half of its financial resources on this export service. The change in the basis for charging for participation in joint ventures at overseas trade fairs will ensure that both large and small exhibitors will continue to receive substantial assistance and the charge to the smaller exhibitors, who make up nearly half the total, will be slightly less than at present.

Sponsors of joint ventures will be provided with full details from the management of Fairs and Promotions Branch.

Export Intelligence Service provides £1 million lead

'WHEN we can win £1 million contracts from leads provided by the Export Intelligence Service of the British Overseas Trade Board, we are happy to pay the £25 subscription fee,' said Mr. A. R. Kekwick, marketing officer for Westminster Dredging (West Africa) Co. Ltd. From information supplied exclusively by the Export Intelligence Service, the company has just been awarded a contract by the Karachi Port Trust worth about £1 million. It is for trial dredging at the entrance of Port Qasim, 15 miles south of Karachi.

The computerised Export Intelligence Service is run by the BOTB for British exporters. It supplies details of specific export opportunities and other important export intelligence, matched to the subscriber's product, service, and market. The specific item of information which Westminster Dredging pursued was provided by the EIS for only 5p.



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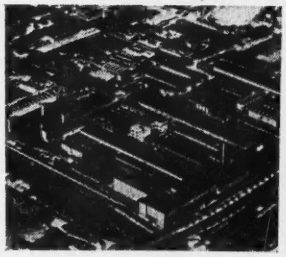

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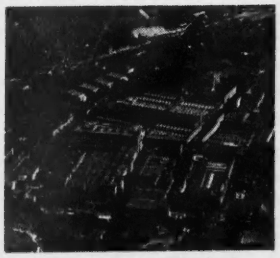

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At last month's National Interior Design Show in Toronto, much interest was shown in the attractive electric light fittings of Dernier and Hamlyn. Joint ventures at the event were supported by the British Overseas Trade Board.

European Packaging Federation head sees rapid growth in the industry

From T. H. Abraham, Commercial Dept., British Consulate-General, Gothenburg: Dr. Sergio Mulitsch di Palmenberg, president of the European Packaging Federation, opened the SCANPACK exhibition in Gothenburg. He reminded his audience of the rapid growth of the world packaging industry and the important position held within it by Scandinavia. There is close international collaboration between packaging exhibition organisers. These fairs and conferences are most important for the exchange of information and experience. He stressed the importance of standardising materials, machinery and packaging.

At this 4th International Packaging Exhibition, 400 exhibitors from 18 countries showed their products on an area of 24,000 sq. m. The largest stands were occupied by British and Finnish joint ventures. The emphasis this year was on soft packaging, machinery and materials for supermarkets. Experts claimed that it is now difficult to invent new packaging but much can be done still to improve present methods.

In conjunction with the fair authorities, meetings, conferences and symposia were held by world and Scandinavian organisations. One of the lecturers, Mr. James Pilditsch of the Allied International Design Co. spoke on the subject of the importance of packaging in the general marketing of products. These events attracted many Scandinavian and overseas visitors, in addition to which the fair received group visits from all the Scandinavian countries, Japan, the West Indies and Great Britain. Mr. M. W. Paynter, chief executive of the Institute of Packaging, welcomed a group of about 100 British visitors who came for a day on a chartered flight.

The total attendance of 16,500 based on customer cards handed in at the entrance was below the anticipated figure and considerably below the 35,000 in 1970 when the event was last held. But, according to the British exhibitors, the people that matter came and this made participation well worth while.

Twelve British companies, sponsored by the Institute of Packaging, occupied an attractive stand built for them by the Department of Trade and Industry. The British exhibits were ideally situated near the main entrance and therefore immediately attracted the attention of business visitors. Most of the automatic machines on display were eminently suited to this type of fair. The twin-hingeing machine made by Thomas Chaplin (Boxes) Ltd. was the only one of its kind on show. Other successful British participants on the stand were Best Inspection Ltd. (check-weighers and reject systems), British Cellophane (packaging films), Dines Plastics Ltd. (carton machines etc.), Driver Southall Ltd. (check-weighers and reject systems), Goring Kerr Ltd. (metal detection machines etc.), Gough & Co. (materials handling equipment), Hunting Engineering Ltd. (check-weighers and auto-tare controller), Mark-o-Print Ltd. (coding and imprinting machines), Norpak Machines Ltd. (bag-opening machines etc.), Sericol Group Ltd. (screen inks etc.) and Wix of London Ltd. (pneumatic taping machines).

British exhibitors found that they are extremely competitive now in this market, and wished they could have quoted quicker delivery dates. At the close most had sold the machines on their stands and received further orders, in total worth about £30,000. And what was even more important: the amount of business expected to develop from inquiries received was estimated to more than £200,000. Scandinavian buyers are cautious and rarely decide purchases on the spot. This emphasises the need for groundwork to be done prior to an exhibition in this market.

In addition to actual selling, British companies made many useful contacts during the week, October 11-17, and some hitherto unrepresented obtained agents. The next packaging event in Gothenburg will be held in October 1976.

BOTB supports joint venture at Texas show

From G. S. W. Gush, British Vice-Consul (Commercial), British Consulate-General, Houston: Six British manufacturers took part in the 28th annual convention of the Instrument Society of America, held last month at the Astrohall, Houston. Electronic Flow Meters, Andover; KDG Instruments Ltd., Crawley; and Techne Instruments (Cambridge) Ltd. were sponsored by the Electronic Engineering Association which exhibited in joint venture with the British Overseas Trade Board. They occupied adjoining stands well situated in the main flow of foot traffic. The stands had an attractive and businesslike appearance and afforded easy access to customers. Electronic Flow Meters displayed measurement instrumentation suitable for many industries; KDG, its Korector series of electric process controls etc.; Techne, constant temperature baths for temperature calibration etc.

Kent Cambridge Instruments Co. Ld., Luton; Joram Agar Co. Ltd., Alresford; and Serck Controls Ltd. of Gloucester exhibited independently. They also occupied well-situated stands.

The convention, October 15-18, is the most important event in the calendar of the American instrument industry and attracted 317 exhibitors among which were such internationally-known firms as Bell and Howell, Fisher Controls and Dupont etc. Many exhibits included sophisticated sectional displays and working models. Attendance by engineers, physicists, manufacturers, technical representatives etc. reached just over 8,200 and was drawn from all parts of the USA, from Canada and from South American countries.

USSR Education Minister opens Moscow exhibition of training equipment

THE Soviet Minister of Education, Mr. N. A. Prokoviev, opened the International Educational and Training Equipment Exhibition (SHKOLA) in Moscow on November 22. The Minister said this was an important event for the Soviet Union which had a great interest, particularly in teaching equipment to supplement books and the spoken word in technical subjects.

One hundred and twenty-six firms from Bulgaria, Hungary, East Germany, Poland, Yugoslavia, Czechoslovakia, Austria, Australia, Italy, Norway, USA, West Germany, Sweden, Switzerland, Japan and Great Britain were taking part and the indications were that educational buying specialists from all over the Soviet Union, as well as educationalists generally, would be visiting the exhibition.

The BEAMA/BOTB joint venture on behalf of the Industrial Council for Educational and Training Technology Ltd. (ICETT) included exhibits from:

Aveley/Cybervox Ltd., Block and Anderson, Boosey and Hawkes (Sales), Chartpak Ltd., Frank Down Educational, Feedback Instruments Ltd., G. Cussons Ltd., Gilbert Gilkes and Gordon, Invicta Plastics Ltd., Letraset International Ltd., Osmiriod Educational, P. A. Hilton Ltd., Plint and Partners Ltd., Rank Xerox Ltd., R. J. M. Exports Ltd., Taran International Ltd., Tecquipment Ltd., The Premier Drum Co. Ltd., Transart Ltd., Tutor Tape Co. Ltd., Unique Slide Rule Co. Ltd., Visual Publications.

Amsterdam: international sea traffic is reviewed at Europort exhibition

From A. Hazebroek, Commercial Dept., British Embassy, The Hague: The 12th Europort Exhibition was opened by the West German Minister for Transport and Civil Works, Mr. Lauritzen, in Amsterdam. The Netherlands supplied the largest percentage of exhibitors, 30.1 per cent, followed by West Germany with 20.5 per cent and Great Britain with 17.1 per cent. Some 32 countries made up the remainder. The complete floor area of the RAI complex, 50,000 sq. m, was in use to give a complete picture of the marine industry: shipbuilding and repairing, propulsion equipment, electrotechniques, automation, navigation and communication and the dredging industry.

There were joint ventures from six countries: Great Britain, West Germany, East Germany, Belgium, Denmark and Japan. Of these, those of Great Britain and West Germany were the largest and the more important for equipment shown. The British stands contained mainly auxiliary equipment ranging from underwater seals to drydock access equipment. The consensus among the British joint venture participants was that the exhibition had been very worthwhile. The joint venture, sponsored by the British Marine Export Council, was supported by the British Overseas Trade Board.

Substantial orders

Two firms took substantial orders and another sold all the equipment on its stand during this International Shipbuilding, Marine Engine and Port Equipment Exhibition. In most other instances a number of valuable contacts were made and promising results are expected from the follow up. One participant was put in touch with a potential agent by the Commercial Department and others were provided with lists of names and addresses they had asked for prior to Europort. The number of foreign visitors calling at the joint venture stands was considerable.

Throughout the exhibition area, marine diesel engines were very much in evidence. No fewer than 48 different makes were on display. Large single displays were a 15-ton ship's propeller and a full-sized harbour tug. British items displayed included shipyard cranes, air compressors, high-pressure steam cleaners and lightweight diesel engines.

Increasing volume

A look at developments of world sea freight: in 1970 about 2,500 million metric tons were carried, while a recent study estimates that the volume will have risen to 4,600 million tons by 1980 and in the year 2000 to about 11,000 million tons. About half of this will be crude oil. It is clear, however, that for the other half many cargo ships will have to be built to carry such quantities of goods and bulk loads. In order to ensure an economic use of these vessels a worldwide uniform order for international ocean-going traffic was called for at Europort.

Of the activities surrounding the exhibition, the Europort Congress should be mentioned. It was jointly sponsored by the Institute of Marine Engineers and papers were read by British and other experts on the themes of diesel engines, preventive maintenance for marine electrical machinery, marine filtration, diesel engine combustion, etc. The Institute also held a reception which was attended by shipowners, shipbuilders and other important people connected with the industry.

The British Ambassador, Mr. John Barnes, visited the exhibition with Mrs. Barnes and attended the reception. Others visiting the event included the Commercial Counsellor at the British Embassy, Mr. J. A. Molyneux, and Mr. Bernard Scott, managing director of Joseph Lucas (Industries) Ltd. and a member of the British Overseas Trade Board.

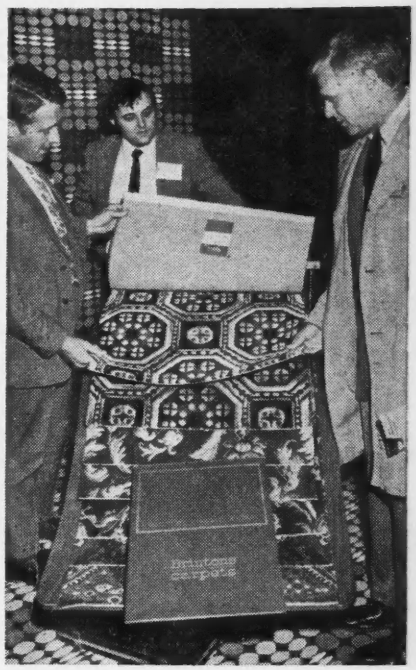
Britain's largest entry at Canadian National Interior Design Show

From L. W. Voaden, British Government Office, Toronto: The National Interior Design Show this year maintained its normal high standard during the promotion at the Canadian National Exhibition Grounds, Toronto, November 6-8. It included the largest group of British manufacturers ever to participate, and consisted of a most effective presentation of the high quality products of almost 300 companies.

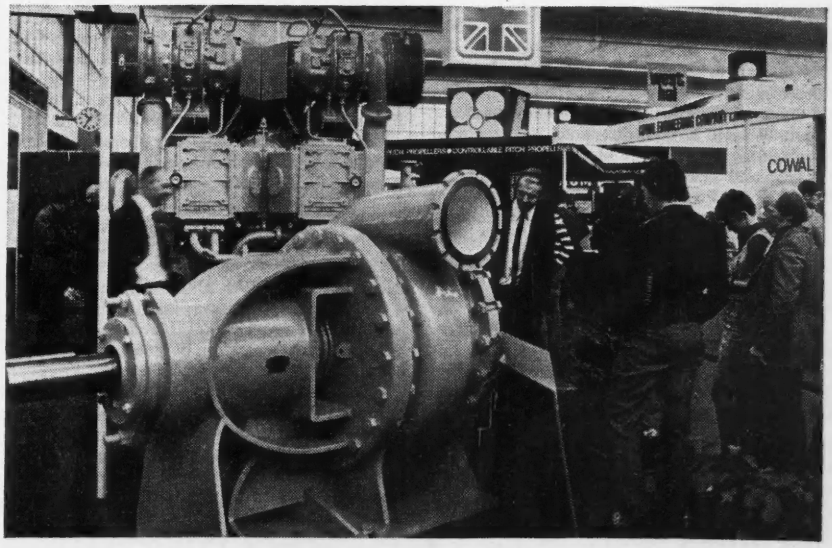
The British team occupied the biggest single block of booth space in the show, and attracted architects, 'spec' writers, interior designers and buyers from the United States and all across Canada. Twenty of our firms benefited from the joint venture exercise which this year, for the first time, included a strong contingent of furniture and textile goods manufacturers under the sponsorship of the Contract Furnishings Association, in addition to major carpet manufacturers under the auspices of the British Carpets Export Promotion Council.

Within 24 hours of the opening a $400,000 order was taken on the Bond-Worth Ltd. stand and during the first two days another of our companies showing for the first time had acquired some 200 potential customers. Walker & Clark Ltd., Glasgow, were working with their Winnipeg-based associate, Duvets Continental Ltd., to launch their range of Nordekker continental quilts—a concept of bedding hitherto virtually unknown in Canada. By the end of the show they were able to report having made many valuable prospective sales contacts and had sold their first six weeks production.

British exhibitors were: Arkana Limited, Bath; Carpet Manufacturing Ltd., Kidderminster; Christon Associates, London; Dernier & Hamlyn Ltd., London; B. Fertleman & Sons Ltd., London; OMK Design Ltd., London; Silent Gliss Ltd., Margate; Steam Vacuum Extraction Ltd., Wembley; Gilt Edge Carpets Ltd., Kidderminster; Interstore Ltd., Olney; Lancaster Carpets Ltd., Manchester; Lynwood Upholstery & Furnishing Ltd., Croydon; Carpets from London, Johnstone, Scotland; Walker & Clark Ltd., Glasgow; Chair Design Associates, London; Gingerbread Enterprises, London; Grays Carpets Ltd., Ayr; Templeton Carpets Ltd., Ayr; Kingsmead Carpets Ltd., Cumnock; Bond Worth Carpets Ltd., Stourport-on-Severn.



Mr. James Frew, an hotel architect from Nassau, admires a British exhibit shown him by Mr. Julian Clist and Mr. Tony Hutton of Brintons Carpets at New York's Hotel and Motel Educational Exposition last month.



A massive piece of plant attracts attention on a British stand at the International Shipbuilding, Marine Engine and Port Equipment Exhibition (Europort) in Amsterdam.

EXPORT BUSINESS

Mr. Peter Fernie, Pye Unicam Manager for Russia (right) is seen talking with Mr. K. Arutjunov, Deputy Minister, Ministry of Instrument Building and Means of Automation, at the Britnauchpribor Exhibition in Moscow. Following this event, Pye Unicam has received orders for £50,000 worth of analytical equipment. Most of the Pye Unicam spectrophotometers and chromatographs were sold directly off the stand bought by the Soviet Ministry of Public Health.

UK consortium designs and builds a new garment factory in Poland

ROSSER and Russell (International) Ltd., recently formed subsidiary of the Rosser and Russell Group, has been awarded its first overseas contract—valued at £480,000—for work in connection with the building of a new garment factory at Zamosc. It is the first major contract of this type to be awarded by the Polish State Authorities to a British firm since the war, states Rosser and Russell, and was won against fierce international competition.

A British consortium is undertaking the entire project, but as Rosser and Russell (International) was the largest single contractor it found itself in the unusual situation of being appointed main as well as mechanical service contractor. Rosser and Russell (International) will be responsible for the design of the factory and all services, the supply of all materials and supervision of the erection and installation work.

Delivery of materials was due to commence last month, with a planned completion for the end of June 1974.

Other members of the British consortium are: Scott Wilson Kirkpatrick and Partners (civil engineering and project management), Murray Ward and Partners (consulting architects), Sanders and Foster (structural steel and building fabricators) and Barlow and Young (electrical contractors).

France orders excavators

ORDER worth more than £1 million has been placed with Hymac Ltd., maker of all-hydraulic excavators, excavator loaders and wheel loaders, part of the Powell Duffryn Group. The order comes from Manubat, the Paris-based Hymac distributor for France.

It is the largest single order ever received by Hymac and is for 230 180-degree offset excavator loaders—the 270, 370 and 570 models.

Hymac, with home and export sales operated from Newbury, Berkshire, manufactures at Rhymney in South Wales and at Great Yeldham, Essex.

Berlin: Marconi extends BAOR communications with new radio link

COMMUNICATIONS for BAOR are to be further extended by a new microwave link which Marconi Communication Systems Ltd., a GEC-Marconi Electronics company, will install in Berlin. The £90,000 contract for the new link, to be known as 'Blue Bear', was awarded to Marconi against international competition, by the Telecommunications Group of BAOR.

Earlier this year, Marconi Communication Systems won a £1 million contract to update and extend STARRNET. This is a radio communications network installed by Marconi for BAOR in 1968 together with RAFNET, its associated communications network, and BERRNET, a tropospheric scatter system to link Berlin with the STARRNET network.

A further tropo link was installed by Marconi recently to provide reliable telephone and telegraph communication between major BAOR commands in Germany and the UK.

'Blue Bear' will provide communications between RAF Gatow and the Olympia Stadium, the Berlin terminal for the tropo link with STARRNET. The system will consist of duplicated radio equipment working in the 8 GHz frequency band, with 36-channel Marconi Italiana multiplexing equipment of the MX180 series and v.f. telegraph equipment.

Marconi expects to have the new system installed and commissioned next year.

Costain in £50m building project for W. Germany

COSTAIN, in a joint venture with the Davidson Group of Frankfurt, is developing a 100-acre site between Bonn and Cologne: the project will include private housing of about 400 dwellings together with offices and mixed commercial development totalling some 2,000,000 sq. ft.

Work is about to start and first sales are scheduled for mid-1974. This £50 million project represents a major extension of Costain's activities in the EEC.

Previously, Costain and the Davidson Group have collaborated on a number of private housing developments in Germany.

Taking electrical power across bush and swamp in South-East Nigeria

CONTRACT worth approximately £1.2 million for the construction of a 132 kV overhead transmission line in South-East Nigeria has been won by James Scott (Electrical Transmission) Ltd. of Winchester, Hampshire.

Awarded by the National Electric Power Authority, the contract is the first to be undertaken in Nigeria by James Scott (Electrical Transmission).

The 132 kV transmission line will run between Aba and Calabar, a distance of 110 km, through dense bush and mangrove swamps. The route crosses the Calabar and Cross rivers and many of the towers in these areas are expected to be on piled foundations. About 10 UK staff members of James Scott will be in Nigeria to supervise construction which will be carried out by local labour.

Surveying and bush clearance work is in progress at present: construction will start in early 1974 and is due for completion in January 1975.

Baker Perkins range for South American biscuits

BAKER Perkins Ltd. of Peterborough, has won orders exceeding £697,000 for complete biscuit making plants from three South American companies. The orders have been placed by SAMS Bagley and Co. Ltd., Buenos Aires, Argentina; P. and A. D'Onofrio SA, Lima, Peru; and Loor Rigail CA, Manta, Ecuador.

The plants for D'Onofrio and Loor Rigail are purpose-built for making soda cracker biscuits. The order from Bagley is for a 48 inch wide steel band plant and will be used for making a wide variety of soft dough biscuits. Each of the plants will be in production by mid-1974.

Tanzania: spun iron pipes for water supply scheme

DUCTILE spun iron pipes valued at approximately £700,000 are being shipped to Dar-Es-Salaam by the Stanton and Staveley Group, near Nottingham, part of British Steel Corporation's Tubes Division, for a water supply project which is to benefit 25,000 people living in 18 villages of the Kondoa area of the United Republic of Tanzania.

The pipes, in the 80 mm to 300 mm diameter range, are fitted with Tyton joints and will be used in the Tomoko Water Supply Project, a scheme being undertaken on a self-help basis in which the local population has received help in trench digging from President Nyerere and members of his cabinet.

Airfreighted British coin machines speed Mont Blanc tunnel traffic

CARGO of automatic coin machines, for use on the Mont Blanc motorway tunnel toll gate, was airfreighted recently from Heathrow to Zurich. The machines, worth more than £20,000, were manufactured by Automatic Revenue Controls (Europa) Ltd. of Watford. Forwarding arrangements were made by Meadows Airfreight Ltd., which co-operated with Danzas, French agent, to ensure the fast through movement of the consignment.

Automatic Revenue Controls claims to be first to penetrate the French market for this type of sophisticated electronic equipment against keen international competition. The machines were sold to Société Concessionnaire Française du Tunnel Routier sous le Mont Blanc. Installation of this computer-linked equipment will increase the number of operational lanes from four to six at the Nangy toll station, near Annemasse in France.

In order to minimise transit time, the 640 kilo consignment was cased and palletised at Automatic Revenue's premises. A Meadows vehicle delivered the three pallets to Heathrow for the flight to Zurich, the most convenient airport for onward routing by Danzas to the Nangy installation site.

Meadows Airfreight reports that it is one of the largest airfreight forwarders in the UK, serving 67 airports through 31 major international cities which act as 'break bulk' points. Main European and Scandinavian cities are served on a daily basis, while there are three services per week to cities in the USA, Canada, Middle and Far East, Australia and New Zealand.

One thousand parking meters for Sierra Leone

ANOTHER export order for parking meters, this time for a quantity of 1,000, has been won by AMF Venner of New Malden. These meters are all destined for Sierra Leone and are believed by Venner to be the first parking meters ever ordered for that country. The meters are scheduled for delivery during 1974 and the order is being handled and shipped by the London-based Shaban group of companies.

According to Venner, this order is particularly encouraging as it is the result of a serious exploration of the sales possibilities among the rapidly developing nations of West Africa. This area could well become a significant market for parking meters in the future, it believes. The order is also regarded as a further achievement in the exports field.

Mappin & Webb opens shop in Tokyo

Following the negotiation of a deal with the Mitsukoshi departmental store group, Mappin and Webb, silversmith to the Queen, last week opened its first shop in Japan, with some £1 million worth of merchandise.

The shop-within-a-shop in Tokyo—similar in style to Mappin and Webb's famous Regent Street, London branch—will concentrate on selling the silver, silverplate and jewellery for which it is renowned.

Commenting on the new development, Mr. Brian Franklin, a director of Mappin and Webb, said: 'We are delighted to be moving into the Far East which promises to be an excellent market for our top quality British goods. The Japanese manager of our new shop came to train with us in London, so we are assured that it will run along the same lines as our many branches in Britain, as well as those in France and South Africa.

'Other expansion planned includes extending the size of our Paris shop, work on which should be concluded by next spring.'

Dumptruck breakthrough into Albanian mountains

AVELING-BARFORD Centaur Dumptrucks, valued at approximately £1 million, were ordered last month. These include the biggest single order yet obtained, comprising 18 35-ton payload Centaurs for the Albanian Ministry of Building, Department of Hydro-electric Construction, as well as a repeat order from Japan for four 22-ton payload machines to supplement the first two that have been in operation for some six months.

To be delivered by next spring, the Centaurs for Albania will be used in one of the largest hydro-electric projects ever undertaken. Located at Fierze in the mountainous north of the country near the Yugoslav border, the project involves 15 million cubic metres of muckshifting and, when operational in 1977, will provide electricity output of 500 megawatts.

Iran chemical firm orders sulphuric acid factory

SIM-CHEM, a division of Simon-Carves Ltd., has been awarded a contract worth £2.65 million by the Shahpur Chemical Co. of Iran for the design and supply of a sulphuric acid plant with two streams of 950 tons a day.

This plant will be built at Bandar, Shahpur, and is the second unit supplied by Simon-Carves to Shahpur Chemical Co., bringing the total capacity to 3,300 tons a day.

Half million pound plant for Ecuador's expanding public electricity system

INSTITUTO Ecuatoriano de Electrificacion of Quito, engaged in a wide-ranging five-year programme to up-date and extend the public electricity supply system throughout Ecuador, has placed an order worth £518,000 with W. H. Allen Sons and Co. Ltd., Bedford, for six diesel engines, 1,140 kW a.c. generators, control gear, and ancillaries.

The diesel generator sets will be self-contained with air starting equipment, radiator for water cooling, fuel tank, generator control and distribution switchgear, instrumentation, protection devices and cables. Additionally, each set will be able to operate under a wide range of temperatures and altitudes. The units will therefore be transferrable to power stations throughout Ecuador to supplement as necessary existing generating plant with which they will work in parallel.

Allen, a member company of Amalgamated Power Engineering Ltd., is currently building diesel engines for a number of power stations overseas, including Australia, Windward Isles, Indonesia, Sarawak, Saudi Arabia, Nigeria, Libya, Portuguese Guinea, Christmas Island and India.

Exporting hi-fi equipment to Japanese specialists

ORDER from Japan, valued in excess of £750,000, has been won by Lowther Acoustics Ltd., Bromley, Kent, for its 'Towards Perfection' Acousta range of hi-fi sound reproducers.

The order has been placed by the Onlife Corporation of Tokyo, audio equipment manufacturers and distributors, which recently invited Donald Chave, managing director of Lowther and chairman of the Federation of British Audio, to visit its headquarters.

It is reported that as a result of discussions held between Mr. Chave and Onlife's principal, Ichero Honda, the Corporation has also asked Lowther to manufacture some of Onlife's own amplifiers and to co-operate in the production and marketing of jointly-developed products.

Said Mr. Chave: 'Although Lowther equipment is well known in Japan through previous importers, Onlife intends promoting it throughout the entire Japanese market. To this end, we visited every departmental store in Tokyo which handles audio equipment—the city being the greatest centre for these products I have seen anywhere in the world.'

According to Mr. Chave, Onlife is particularly interested in Lowther equipment because of its top quality sound reproduction which, he says, is a prerequisite for Japanese music.

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Telephone: 051-236 9354. Telex: 62190
Telegrams: UKWAL LIVERPOOL

A. J. B. Christopher
West African Representative
P.O. Box 5049, Lagos, Nigeria
Telephone: 21872 & 26691. Ext. 738
Telex: Lagos 21234 & 21432
Cables: CONREP

First for West Africa

...and 14 sailings a month

Application for temporary exemption from import duty

THE Department of Trade and Industry is considering an application for the temporary exemption from import duty of the material listed below on the grounds that this material is not made in this country or the Commonwealth or the supply available from these sources is not substantial having regard to the existing United Kingdom demand.

Representations are invited from manufacturers in this country or agents of Commonwealth manufacturers who consider they are, or will be within a reasonable period, in a position to supply a substantial proportion of the United Kingdom demand for this material, or who are interested in its future production.

Temporary exemptions come into effect on the operative date of the Treasury Order in which the materials are specified and normally continue until the end of the current calendar year, when they are reviewed.

Interested parties who wish to make representations should address them to Tariff Division, Department of Trade and Industry, Kingsgate House, 66-74 Victoria Street, London SW1E 6SJ, preferably through a Trade Association, giving the respective reference shown below and stating whether their names may be passed to the applicants for temporary exemption. Representations should be received by December 20.

Tariff heading	Proposed definition for tariff purposes	Applied for as	Exemption required until	Reference
25.07	Andalusite, of which not more than 5.0 per cent by weight is retained on a sieve having a nominal width of aperture of 2.00 millimetres and not less than 90.0 per cent by weight is retained on a sieve having a nominal width of aperture of 0.425 millimetre	Kerphalite	December 31, 1974	14545

Changes in VAT import procedures

A REVISED edition of Notice No. 702, describing VAT import procedures, has been issued by Customs and Excise.

Some changes in import procedures were announced in Amendment Leaflet No. 1, issued in March 1973, but there is new information in the revised edition concerning the zero-rating of certain imported goods which are sold before Customs entry is made and more detail on customs entry requirements for zero-rated goods.

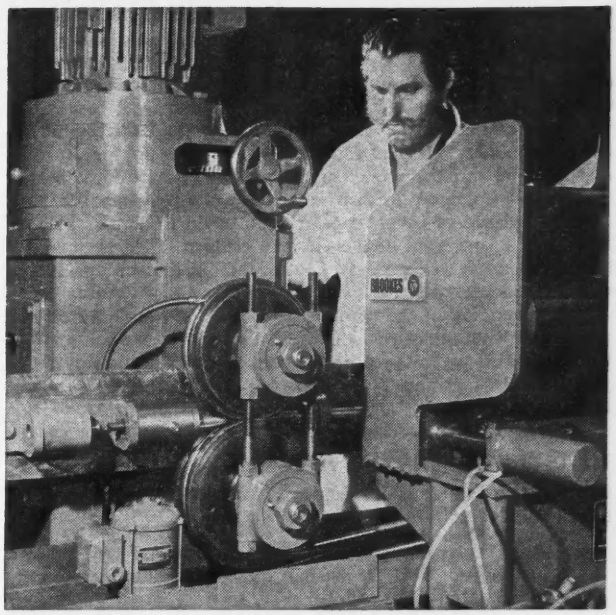
The special Customs entry procedures for bulked consignments and consignments where the consignee and not the importer will account for VAT are also dealt with and there is further information on import reliefs on reimported cars and works of art, permanently imported exhibition goods, antiques and scientific collections, and machinery imported for testing for improved techniques.

The list of imports which need not be accounted for in the VAT account is clarified and extended, and procedures for partly exempt persons are amplified.

Copies of the revised edition may be obtained from local VAT offices which are listed in the VAT General Guide, Notice No. 700.

UK businessmen going overseas

British businessmen intending to travel overseas are urged in their own interests to make the earliest possible contact, before going abroad, with the Export Services Division of the Department of Trade and Industry (DTI) (at the appropriate Regional Office for firms outside London and Export House, 50 Ludgate Hill, London EC4M 7HU, for firms in London and the South East of England). The DTI, in co-operation with Commercial Officers at Embassies, High Commissions and Consulates overseas, is in a position to provide advice when it is required, and to help, where appropriate, in making trade contacts related to the purpose of the visit. Even where a businessman does not require specific assistance it is valuable for him to meet the Commercial Officers to get up-to-date information about the market. The DTI would therefore welcome receiving notification of any businessmen intending to travel overseas. To enable the overseas Commercial Officers to be of the greatest assistance to UK visitors the DTI needs to be able to brief the overseas officers as fully as possible. The range of information required for this purpose includes details of the firm, their products/services and the purpose and background to the visit.



Cycle components being manufactured by a tube tapering machine which Brookes (Oldbury) Ltd., Worcestershire, will be showing to the Brazilian market when Mr. C. J. Rogers, sales director, takes part in Birmingham Chamber of Commerce and Industries trade mission (December 7 to 15). The machine uses a rolling technique to produce the taper rather than the usual swaging method. This results in a quieter operation and eliminates the need for ear protectors and boxing-in.

Metric packs for pasta and salt

ON August 30, 1973, the Department of Trade and Industry announced that it was consulting interested organisations about legislation which it was proposing to make under the Weights and Measures Act 1963 to permit the sale of pasta and salt in metric packs.

Arising from these consultations, metrication orders covering both these commodities were made on November 23, 1973, under Section 21 (2) (3) and (5) of the 1963 Act, after having been debated and approved by both Houses of Parliament.

The Orders are:

(a) The Weights and Measures Act 1963 (Pasta) Order 1973 (SI 1973 No. 1967), which comes into operation on July 1, 1974
(b) The Weights and Measures Act 1963 (Salt) Order 1973 (SI 1973 No. 1968), which comes into operation on January 1, 1975.

Copies of these Orders may be obtained either direct from Her Majesty's Stationery Office, 49 High Holborn, London WC1 (or branches), or through any bookseller.

ECGD backing for steel complex

THE Export Credits Guarantee Department has guaranteed an £8.2 million loan which Lazard Brothers and Co. Ltd. have arranged for Siderurgia Nacional SARL, the Portuguese steelmaking concern. The loan will be used to help finance a contract between Siderurgia Nacional and Davy Ashmore International Ltd., under which the British company is responsible for the design, manufacture and erection of an integrated steelmaking complex near Oporto. The total contract value is £15.7 million.

Of the total contract price, UK goods and services account for £6.8 million, West German goods and services account for a further £1.4 million and the remaining £7.5 million is for local costs. Under the Common Market reciprocal arrangements for subcontracts placed in other member countries, ECGD was able to agree that 85 per cent of the German element could be financed from the loan as well as 85 per cent of the UK content and 15 per cent of the local costs.

Commissioning of the plant is scheduled for March 1975. The part of the loan allocated to UK and German goods and services will be repaid over 10 years and the local costs portion over five years. Lazards arranged the loan on behalf of Barclays Bank International Ltd.

ECGD—statutory return

DURING the quarter ended September 30, 1973, the Department assumed liability:

(a) under Section 1 of the Export Guarantees Act 1968 up to a maximum of £347,325,696 in respect of guarantees amounting to £553,514,607
(b) under Section 2 of the Export Guarantees Act 1968 up to a maximum of £18,361,923 in respect of guarantees amounting to £19,958,476
(c) under Section 1 of the Overseas Investment and Export Guarantees Act 1972 of £238,796 in respect of Insurance Agreements amounting to £1,023,700.

Customs classification of chemicals

HM Customs announce the publication of a new edition of the book 'Classification of chemicals in the Brussels Nomenclature' under the revised title of 'Classification of chemicals in the Brussels Nomenclature and in the United Kingdom Customs and Excise Tariff'. The new book is intended for use with the new Customs and Excise Tariff coming into operation on January 1, 1974, the subheadings of which will be based on those of the Common Customs Tariff of the EEC. The book contains the same chemicals as the present one but as well as showing their appropriate headings in the Brussels Nomenclature, it also shows, where applicable, the main subheadings in the Tariff.

From January 1, 1974, the new edition will be of considerable assistance both to importers and exporters in classifying chemicals for Customs purposes.

The new book will be available in late December from Her Majesty's Stationery Office (price £2 plus postage) or through booksellers.

Imports of men's leather footwear from East Europe

THE Department of Trade and Industry announced on October 27, 1972, that it was considering an application by the British Footwear Manufacturers Federation for the imposition of anti-dumping duties under the Customs Duties (Dumping and Subsidies) Act 1969 on men's leather footwear from Czechoslovakia, Eastern Germany, Poland and Romania.

The DTI has established that there has been dumping on some of the ranges imported from these countries. Following discussions which the Department has had with the countries concerned, and in the light of present market circumstances, the British Footwear Manufacturers Federation has agreed with the Department that the application may be put into abeyance. Accordingly, no further action is being taken on this application for the time being; it would, of course, be open to the Federation to request the resumption of the investigation if at any time the situation appeared to justify this.

Spain and Iraq: co-operation agreement

THE Spanish *State Gazette*, September 27, 1973 published details of an economic, technical and commercial co-operation agreement between Spain and Iraq, which was signed in Madrid on December 23, 1972 and came into force on May 28, 1973. The agreement replaces the general agreement between Spain and Iraq signed in Madrid on January 23, 1965, and remains in force for five years, after which it will be automatically renewed at yearly intervals unless renounced or modified three months before the expiry of its term.

The text includes a most favoured nation clause and a number of clauses to provide maximum co-operation between the two countries in the economic, technical and commercial fields, with particular regard to oil prospecting and production.

Iraqi imports from Spain will include chemicals, pharmaceuticals, specialised mechanical equipment, metals and metal manufactures, and other items, while Spanish imports from Iraq will be oil products and miscellaneous products including tobacco, textiles, clothing, chemicals and cereals.

Copies of the text in Spanish may be obtained on request from OTAR Section. **EDB ext. 462/471/472/473**

Bangladesh

REGISTRATION OF TRADE MARKS: Under the Trade Marks (Invalidation and Summary Registration) Order 1973 which was made on March 13, 1973 and came into force immediately, trade mark applications filed in Pakistan before March 26, 1971 (not March 26, 1973 as stated in *Trade and Industry*, June 7, 1973 and September 6, 1973) will be deemed not to have been filed in Bangladesh. The Order also provides that trade marks registered in Pakistan before March 26, 1971 will be deemed not to have been registered in Bangladesh unless they are re-applied for and registered under this Order. Application for such registration can be made within one year of the commencement of the Order to the Controller of Patents, Designs and Trade Marks at Central Government Office Building, Agrabad, Chittagong or at House No. 1/4, Block B, Mohammadpur Housing Estate, Mirpur Road, Dacca on payment of Taka 50.00. Owners of trade marks registered in Pakistan before March 26, 1971 and who want their registration to retain validity in Bangladesh should therefore ensure that they are registered there by March 12, 1974.

A copy of the Order is available for consultation in the Chancery House Annexe of the National Reference Library of Science and Invention (Holborn Division), Chancery House, Chancery Lane, London WC2A 1AY.

Nigeria: High Commission telephone

UK BUSINESSMEN unable to contact the Commercial Section of the British High Commission in Lagos by telephone through the High Commission switchboard (number 51630) are advised to use instead one of the two direct lines to the Commercial Section (Counsellor—21202, First Secretary—21409) or the telex (21247 a/b UKREP Lagos). **CRE ext. 3338/3064**

Greece and Liberia: trade agreement

IT has been announced in the Greek *Official Gazette* that a trade agreement between Greece and Liberia was signed on June 29, 1973. Greek goods to be exported to Liberia include tobacco and cigarettes, fruit and vegetables, alcohol, porcelain, glass, electrical goods, cotton and cotton goods, metal goods, agricultural machinery, pharmaceuticals, chemicals, aluminium, buses, cars and trucks. Liberian exports to Greece will include rubber, agricultural products, plastic, batteries, furniture, petroleum products, and cement. Further details may be obtained on request. **EDB ext. 420/475**

Kenya: tenth anniversary celebrations

THE Kenya Government has declared public holidays on Tuesday, Wednesday and Thursday, December 11, 12 and 13. It is likely that many firms will release their employees on either the Monday or Friday of that week as well. Visits by businessmen during that week are therefore likely to prove unprofitable. **CRE ext. 5226**

Guide to the Department of Trade and Industry

TRADE AND INDUSTRY 6 DECEMBER 1973

The Department

THE DEPARTMENT OF TRADE AND INDUSTRY was set up in October 1970 under a Secretary of State to bring together into a single department the responsibilities of the Board of Trade and part of the Ministry of Technology. The aim of the Department, as stated in the White Paper 'The Reorganisation of Central Government' (Cmnd. 4506), is: 'to assist British industry and commerce to improve their economic and technological strength and competitiveness'.

Overseas trade

The Department protects UK commercial interests overseas, implements commercial policy, negotiates trade agreements, and administers UK protective tariffs. At the same time it promotes British exports under the direction of the British Overseas Trade Board, set up in January 1972 with the Minister for Trade and Consumer Affairs as President. Under the direction of the BOTB, the DTI provides an export information service to industry and commerce, largely through the eight regional offices, and handles Government support for overseas trade fairs. The Export Credits Guarantee Department is a distinct and semi-autonomous part of the DTI providing a credit insurance facility for exported goods and services.

Commerce and consumer affairs

The Department is responsible in general for the basic legal framework for the regulation of industrial and commercial enterprises, administering a number of statutes governing company affairs and insolvency. It is responsible for policy on prices, monopolies, mergers and restrictive practices and has an important role in the sphere of consumer protection, the Minister for Trade and Consumer Affairs having a seat in the Cabinet. It has established the Office of Fair Trading and works closely with the Director-General. It has functions under the Trade Descriptions Acts and the Weights and Measures Act and holds general responsibility for company law, patent, trade mark and copyright matters. It also has the job of supplying industry with information about the effects of our accession to the EEC.

Industrial development

The DTI sponsors most of manufacturing industry and the service and distributive trades. It oversees the industrial component of regional policy and financial assistance to industry under the Industry Act, these functions having been grouped together in the Industrial Development Executive under the Minister for Industrial Development. Regional industrial policy is designed to reduce the imbalance between some of the regions of the country, in particular by way of regional development grants and regional selective assistance. There are powers under a number of statutes to give financial assistance to private industry. The DTI has special responsibility for the needs of small firms.

Fuel and power

The Department develops and implements Government policy towards the nationalised coal, gas, electricity (except Scotland) and steel industries in Britain, approving their capital investment programmes, providing public finance and answering to Parliament for their performance. It exercises a similar role for the UKAEA and is closely concerned with the nuclear reactor and fuel industries. The co-ordinated development of energy sources and the use of fuel and power is another duty. Close links are also maintained with the oil industry, the DTI licensing petroleum and natural-gas exploration and production within the UK and the UK sector of the Continental Shelf.

Civil aviation, aerospace, shipping, research

The Department is the sponsor for the UK shipping and civil aviation industries, dealing with safety, and other international relations questions. It also exercises a similar role in relation to the British Airways Board, the British Airports Authority and the Civil Aviation Authority as to the nationalised fuel and power industries. It provides funds for civil aircraft research and the launching of civil aircraft and aero-engines, notably Concorde, and maintains relations with the aerospace industry. The Department is responsible for three main fields of applied research and development, the largest of which is civil aerospace. The second block comprises the reactor and other nuclear R and D by the Atomic Energy Authority, and the third is the work of the five DTI industrial research establishments. Most of the work here is commissioned through Requirements Boards. The National Research Development Corporation is also a DTI responsibility.

It will be appreciated that in an organisation covering so many responsibilities changes in structure and personnel occur from time to time

Mr. Peter Walker, Secretary of State for Trade and Industry

Minister | **Parliamentary Under-Secretary of State**

Trade and Consumer Affairs

Prices policy; consumer affairs (including standards, weights and measures); commercial policy in the UK (competition policy, insurance, companies and the Patent Office); overseas trade; EEC; export promotion; ECGD; tariff.

Sir Geoffrey Howe

Lord Limerick (Trade)

Aerospace and Shipping

Aerospace (including space policy); aviation; R and D; shipping and marine matters.

Mr. Michael Heseltine

Mr. Cranley Onslow

Industrial Development

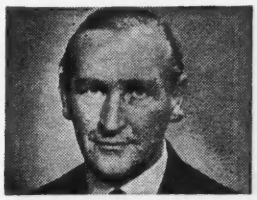
Industrial development; private industries, manufacturing and service (including tourism); regional industrial and commercial development, including regional development grants.

Mr. Christopher Chataway

Mr. Anthony Grant

Industry

Energy policy; coal, electricity, gas, iron and steel, oil, atomic energy.



Mr. Tom Boardman

Mr. Peter Emery (Industry and Consumer Affairs)

Minister without Portfolio

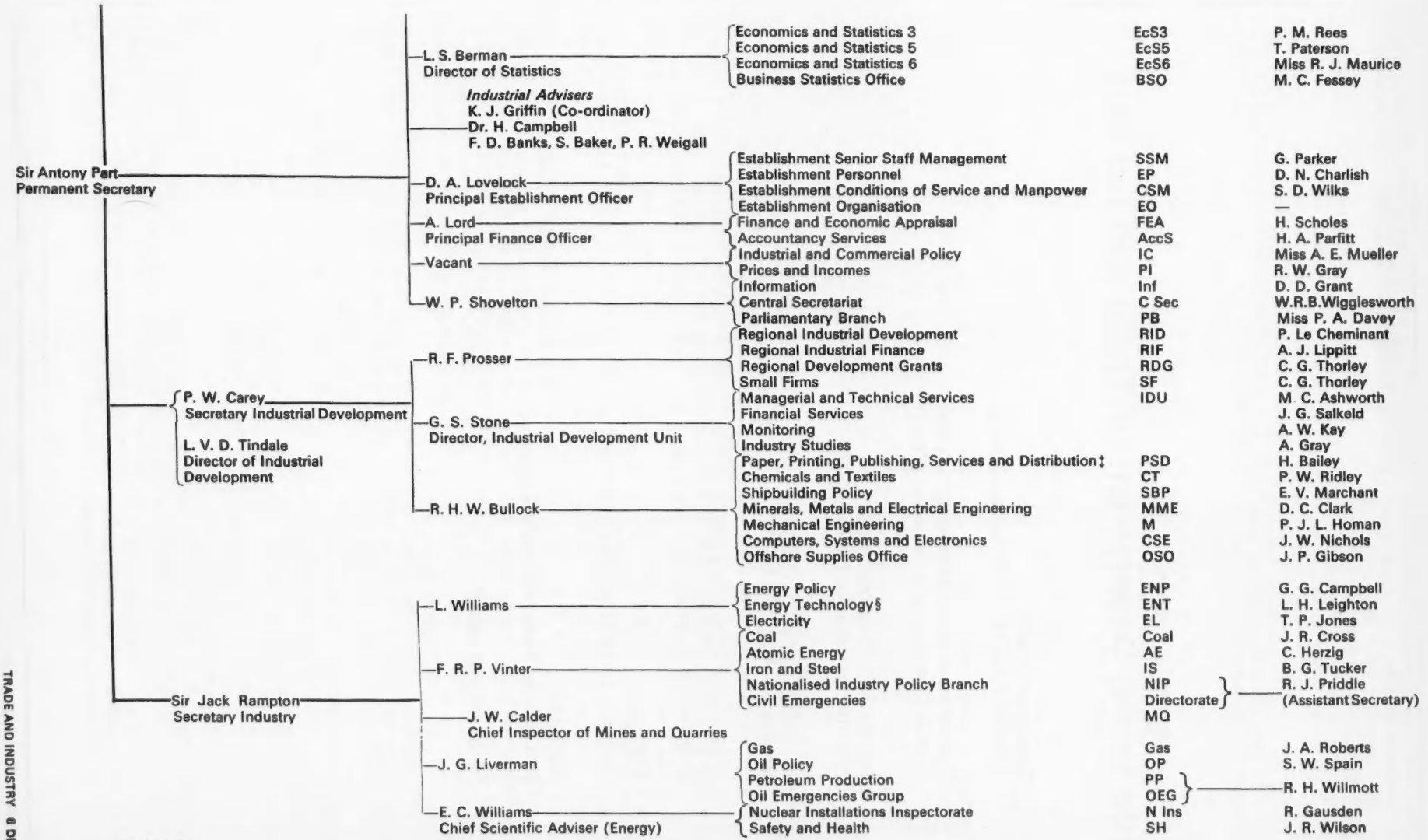
The Minister without Portfolio is the Department's spokesman in the House of Lords on all matters except those for which Lord Limerick is responsible.

Lord Drumalbyn

DEPARTMENT OF TRADE AND INDUSTRY
HEADQUARTERS ORGANISATION

This chart is not intended to show the relative status of posts.

Secretary	Deputy Secretary	Division or Department		Head of Division
	R. Fell Export Credits Guarantee Department	Medium and Long Term Guarantees	ECGD	K. W. Cotterill
		International Relations and Central Services		D. A. Ward
		Marketing and Comprehensive Guarantees		J. C. M. Mason
British Overseas Trade Board	J. S. Rooke Chief Executive, British Overseas Trade Board	Export Services and Promotions	ESP	W. K. Ward
		Overseas Finance and Planning†	OFP	D. N. Royce
		Special Adviser on Japanese Market		P. G. A. Wakefield
Sir Max Brown Secretary Trade	G. R. Denman	Europe Industry and Technology	EIT	Miss K. E. Boyes
		Commercial Relations and Exports 3	CRE3	S. Abramson
		Commercial Relations and Exports 1	CRE1	M. P. Lam
	P. S. Preston	Commercial Relations and Exports 2	CRE2	S. L. Edwards
		Commercial Relations and Exports 4	CRE4	B. E. Bellamy
		Tariff	T	G. Lanchin
	A. Lord	Patent Office	Pats	E. Armitage
		Insurance	I	M. S. Morris
		Companies Policy	CP	P. A. R. Brown
		Companies	C	R. C. M. Cooper
		Insolvency Service	InsS	C. A. Taylor
	W. P. Shovelton	Fair Trading	FT	C. E. Coffin
		Standards, Weights and Measures	SWM	E. N. Eden
		Consumer Credit	CC	D. Simpson
P. E. Thornton Secretary Aerospace and Shipping	I. Maddock Chief Scientist	R & D Requirements	RR	B. W. Oakley
		R & D Contractors	RC	J. Knox
	D. le B. Jones	Air	Air	A. Warrington
		Aerospace Assessment and Research	AAR	H. G. R. Robinson
		Concorde	Concorde	K. G. Binning
		Space	Space	J. R. Steele
	D. F. Hubback	Civil Aviation 1 (Industry Affairs)	CA1	P. G. Hudson
		Civil Aviation 2 (International Affairs)	CA2	G. T. Rogers
		Civil Aviation 3 (Airports)	CA3	K. J. Willoughby
		Civil Aviation Safety Adviser	CASA	Gp. Capt. J. B. Veal
		Shipping Policy	SP	G. R. W. Brigstocke
		Marine	MAR	J. N. Archer
		Chief Inspector of Accidents (Reports direct to Secretary of State)	AIB	Capt. V. A. M. Hunt
	M. J. Kerry The Solicitor	Overseas Trade and ECGD	Sol A	T. D. Salmon
		Domestic Commercial Law	Sol B	W. C. Beckett
		Prosecutions and Investigations	Sol C	J. A. Trapnell
		Industry, Aerospace and Industrial Assistance	Sol D	P. G. A. Ashcroft
	Prof. A. T. Peacock Chief Economic Adviser	Economics and Statistics 1	EcS1	D. R. H. Sawers
		Economics and Statistics 2*	EcS2	T. A. Kennedy
		Economics and Statistics 4	EcS4	A. D. Roy


Sir Antony Part
Permanent Secretary
L. S. Berman
Director of Statistics
Economics and Statistics 3 EcS3 P. M. Rees
Economics and Statistics 5 EcS5 T. Paterson
Economics and Statistics 6 EcS6 Miss R. J. Maurice
Business Statistics Office BSO M. C. Fessey
Industrial Advisers
K. J. Griffin (Co-ordinator)
Dr. H. Campbell
F. D. Banks, S. Baker, P. R. Weigall
D. A. Lovelock
Principal Establishment Officer
Establishment Senior Staff Management SSM G. Parker
Establishment Personnel EP D. N. Charlish
Establishment Conditions of Service and Manpower CSM S. D. Wilks
Establishment Organisation EO —
A. Lord
Principal Finance Officer
Finance and Economic Appraisal FEA H. Scholes
Accountancy Services AccS H. A. Parfitt
Vacant
Industrial and Commercial Policy IC Miss A. E. Mueller
Prices and Incomes PI R. W. Gray
W. P. Shovelton
Information Inf D. D. Grant
Central Secretariat C Sec W.R.B.Wigglesworth
Parliamentary Branch PB Miss P. A. Davey
P. W. Carey
Secretary Industrial Development
L. V. D. Tindale
Director of Industrial Development
R. F. Prosser
Regional Industrial Development RID P. Le Cheminant
Regional Industrial Finance RIF A. J. Lippitt
Regional Development Grants RDG C. G. Thorley
Small Firms SF C. G. Thorley
G. S. Stone
Director, Industrial Development Unit
Managerial and Technical Services IDU M. C. Ashworth
Financial Services J. G. Salkeld
Monitoring A. W. Kay
Industry Studies A. Gray
R. H. W. Bullock
Paper, Printing, Publishing, Services and Distribution‡ PSD H. Bailey
Chemicals and Textiles CT P. W. Ridley
Shipbuilding Policy SBP E. V. Marchant
Minerals, Metals and Electrical Engineering MME D. C. Clark
Mechanical Engineering M P. J. L. Homan
Computers, Systems and Electronics CSE J. W. Nichols
Offshore Supplies Office OSO J. P. Gibson
Sir Jack Rampton
Secretary Industry
L. Williams
Energy Policy ENP G. G. Campbell
Energy Technology§ ENT L. H. Leighton
Electricity EL T. P. Jones
F. R. P. Vinter
Coal Coal J. R. Cross
Atomic Energy AE C. Herzig
Iron and Steel IS B. G. Tucker
Nationalised Industry Policy Branch NIP
Civil Emergencies Directorate
R. J. Priddle (Assistant Secretary)
J. W. Calder
Chief Inspector of Mines and Quarries MQ
J. G. Liverman
Gas Gas J. A. Roberts
Oil Policy OP S. W. Spain
Petroleum Production PP
Oil Emergencies Group OEG
R. H. Willmott
E. C. Williams
Chief Scientific Adviser (Energy)
Nuclear Installations Inspectorate N Ins R. Gausden
Safety and Health SH J. R. Wilson

NOTES

† OFP reports to Mr. Denman in respect of export finance and ECGD and to Mr. Preston in respect of overseas aid and export licensing.
‡ PSD reports to Mr. Prosser in respect of tourism and the service and distribution industries.
* EcS2 reports to Mr. L. Williams on policy matters and also to Mr. Berman on some professional aspects.
§ ENT reports to Mr. E. C. Williams on professional aspects.
This chart covers the headquarters organisation of the Department down to, in general, Under Secretary or Divisional Head level of responsibility. Further details of the organisation and names of officers to Assistant Secretary level are given in the *Civil Service Yearbook* to be published by HM Stationery Office in the New Year.

Guide to the Department of Trade and Industry

1 **Overseas trade**
(Minister for Trade and Consumer Affairs)

2 **Commerce and consumer affairs**
(Minister for Trade and Consumer Affairs)

3 **Industrial development**
(Minister for Industrial Development)

4 **Fuel and power**
(Minister for Industry)

5 **Aerospace and civil aviation**
(Minister for Aerospace and Shipping)

6 **Shipping**
(Minister for Aerospace and Shipping)

7 **Research**
(Minister for Aerospace and Shipping)

8 **General services**

1 Overseas trade

1-1 BRITISH OVERSEAS TRADE BOARD V

Directs export promotion work of Export Services and Promotions and Overseas Finance and Planning Divisions. Consists of businessmen and representatives of the Department, ECGD and the Foreign and Commonwealth Office, under the presidency of the Minister for Trade and Consumer Affairs and under the chairmanship of Lord Thorneycroft.

1-2 COMMERCIAL RELATIONS AND EXPORTS V

Protection of UK commercial interests overseas. Treaties and trade agreements with other countries, representations on commercial matters, etc. Assisted overseas by commercial departments of missions and consulates. There are four divisions, the first concerned with matters of general external policy including GATT and UNCTAD, and the others with individual countries and related general groupings.

1-3 EUROPE, INDUSTRY AND TECHNOLOGY V

Policy responsibility for advice to industry on membership of the European Communities. Right of Establishment and Freedom to provide services, mutual recognition of professional qualifications in respect of DTI-sponsored industries, etc. Certificates of Experience Unit. Industrial and technological aspects of UK membership of the European Communities, and co-ordination of DTI work in this field. Technological relations with West European countries.

1-4 OVERSEAS FINANCE AND PLANNING V

Policy on general export promotion; planning and development of DTI export promotion activities. Co-ordination of Government support for capital projects overseas. Co-ordination of Department's interests in export credit and overseas aid. Arms exports and export licensing. Office of the Queen's Award to Industry.

Export Licensing Branch S

Issues licences under Import, Export and Customs Powers (Defence) Act.

1-5 EXPORT SERVICES AND PROMOTIONS XH

Under the direction of the British Overseas Trade Board and working closely with British Diplomatic Service Posts abroad, provides, with the Export Sections of Regional Offices, advice, information and assistance to British companies engaged in overseas trading. Liaison with Technical Help to Exporters.

General Export Services Branch XH

Supply of information on overseas market prospects for particular goods and services. Help with business visits abroad and in making trade contacts overseas. Liaison with trade associations, etc. European Components Service. Export services for firms in the London and South Eastern Region and the Eastern Region.

Special Export Services Branch XH

Export Marketing Research Scheme. Arrangements for inward missions, VIPs and other business visitors from overseas. Home duty tours for Commercial Officers from overseas. Liaison with Export Clubs.

Export Data Branch XH

Export Intelligence Service (providing subscribers with details of specific export opportunities and market intelligence). Storage and assembly of information on markets and marketing methods. Information on overseas tariffs and import regulations. Commercial standing of overseas firms. 'Hints to Businessmen' publications.

Fairs and Promotions Branch HH

Supports collective participation at overseas trade fairs through the joint venture and British pavilion schemes. Organises all-British fairs, symposia, British Shopping Weeks and Store Promotions. Provides general information on trade fairs. Supports groups of British businessmen visiting overseas markets through the outward mission scheme.

Exports to Japan Unit HH

Offers specialist advice on the Japanese market, and co-ordinates the export programme for Japan, including the British Export Marketing Centre.

1-6 TARIFF K

General responsibility for managing the UK transitional protective tariff and administering provisions of the Import Duties Act for import duty questions arising from membership of the European Communities, anti-dumping policy and action, import licensing policy, etc.

Import Licensing Branch S

Administration of import licensing.

1-7 EXPORT CREDITS GUARANTEE DEPARTMENT AH

A separate Government department, responsible to the Secretary of State, providing export credit insurance on a commercial basis at cheap premium rates for UK exporters against commercial and political risks incurred in selling overseas. Also insurance against political risks of new overseas investments. Represented in local offices throughout the UK and in New York.

2 Commerce and consumer affairs

2-1 INDUSTRIAL ADVISERS V

Provide industrial advice for Ministers and senior officials over the whole range of the Department's activities, and beyond to other Departments and to NEDO, the British Overseas Trade Board, etc. Centrally based, the Advisers have generally been directors of large companies. Each has experience of general management and more specific experience in specialised fields, and they work within Government for about two years. The present Co-ordinator, who is a senior union official, will be leaving at the end of the year. He will be succeeded in the post of Adviser by another union officer.

2-2 INDUSTRIAL AND COMMERCIAL POLICY V

Focal point for the Department's interest in economic, financial, fiscal, industrial, social and environmental policies.

2-3 COMPANIES S

Administration of the Companies Acts and related legislation; Prevention of Fraud (Investments) Act, Protection of Depositors Act, etc., unit trusts; relations with the accountancy profession.

Consideration of applications for investigation and carrying out investigations of companies under Sections 164, 165, 172 and 334 of the 1948 Companies Act and inquiries under Sections 32 and 109 of the 1967 Companies Act.

Companies Registration Office

2-4 COMPANIES POLICY S

Review and reform of companies legislation, including the Companies Bill, EEC company law questions.

2-5 INSURANCE S

Administration of the Insurance Companies Acts including the authorisation and supervision of insurers; other matters

affecting the insurance industry in Great Britain; matters affecting the overseas interests of British insurers including work in inter-governmental institutions, eg EEC, OECD and UNCTAD. Application of Counter Inflation Policy to insurance.

2-6 INSOLVENCY SERVICE **BR**
All aspects of insolvency administration in accordance with the winding-up of companies under the Companies Acts and the failure of individuals under the Bankruptcy Acts. Administration of the Official Receivers' service in the High Courts and provincial offices. Supervision of liquidators and Trustees together with accounting for and management of funds. Insolvency matters as affected by European Community legislation.

Official Receivers (High Court Offices)
Bankruptcy **TM**
Companies (Winding-up) **IH**
Official Receivers (Provincial offices) **BR**
Companies Investigation Branch **BR**

2-7 FAIR TRADING
Monopolies, mergers and restrictive practices (including EEC competition rules). Setting up of the office of the Director General of Fair Trading and Consumer Protection Advisory Committee. Pyramid selling. Consumer protection (other than standards, weights and measures, and credit) and extension of local advice centres. Certification trade marks and hallmarking.

2-8 CONSUMER CREDIT BRANCH **V**
Follow-up to Crowther Committee recommendations on consumer credit. Introduction of necessary legislation. Plans for establishment of Consumer Credit Commissioner.

2-9 PATENT OFFICE AND INDUSTRIAL PROPERTY AND COPYRIGHT DEPARTMENT **P**
Registration of patents, designs and trade marks. Policy on these matters and on copyright (and Baskerville House, Browncross Street, New Bailey Street, Salford M3 5FU. Tel: 061-832 9571—Trade marks and Designs only).

2-10 PRICES AND INCOMES **V**
Policy on price control or supervision for all goods and services within the Department's responsibility; focal point for Departmental interest in prices and incomes policies.

2-11 STANDARDS, WEIGHTS AND MEASURES **AB**
Policy on UK and international standards and on quality assurance. British participation in international standards organisations. Government support to the British Standards Institution. Co-ordination of Government policy on metrication.

British Calibration Service **CS**
Provides authenticated certification of the accuracy of measuring instruments of all kinds, with traceability of such calibrations to the national standards.

Weights and Measures Services **CS**
Provides a technical service to Weights and Measures Authorities and others in discharge of the Department's statutory responsibilities under the Weights and Measures Act 1963.

British Approvals Service for Electrical Equipment in Flammable Atmospheres—Safety in Mines Research Establishment, Harpur Hill, Buxton, Derbyshire (Buxton 6211).
Provides authenticated certification that electrical equipment for use in hazardous locations, other than mines, complies with prescribed standards.

3 Industrial development

(Industrial Development Executive)

The IDE comprises (*a*) the Department's general policy divisions with responsibility for the private sector of industry including the Offshore Supplies Office (except for the petroleum industry and those industries which are the responsibility of the Minister for Aerospace and Shipping) and small firms, (*b*) those parts of the Department concerned with regional development (Regional Industrial Development Division, Regional Industrial Finance Division, Regional Development Grants Division and the Regional Offices), tourism and inward investment and (*c*) the Industrial Development Unit.

3-1 REGIONAL INDUSTRIAL DEVELOPMENT **MT**
Industrial aspects of regional development. Designation of Assisted Areas. Regional policy in relation to the EEC. Liaison with departmental regional offices.

3-2 REGIONAL INDUSTRIAL FINANCE **MT**
Responsibility for regional selective assistance under Section 7 of the Industry Act 1972 and for financial assistance under the Local Employment Act 1972 (excluding Sections 7-9 incl.). Industrial Development Certificates. Building and leasing of factories through the Industrial Estates Corporations. Promotion of Assisted Areas. Inward investment.

3-3 REGIONAL DEVELOPMENT GRANTS **MT**
Administration of regional development grants under the Industry Act 1972, and residual work on investment grants under the Industrial Development Act 1966.

3-4 SMALL FIRMS **AB**
The focal point within Government where the needs of small firms can be seen as a whole. Matters arising from the Bolton Committee Report. Policy on and central management of Small Firms Information Centres.

3-5 INDUSTRIAL DEVELOPMENT UNIT **MT**
Particularly concerned with the needs of industrial development and their solution. Appraisal of cases for selective financial assistance under Part II of the Industry Act 1972.

3-6 CHEMICALS AND TEXTILES **MT**
Sponsorship of cotton and wool textiles, man-made fibres, tobacco, rubber, chemicals, plastics, fertilisers, proprietary medicines, toiletries and sundry related industries.

3-7 COMPUTERS, SYSTEMS AND ELECTRONICS **DB**
Sponsorship of the electronics industry (telecommunications, scientific instruments for industrial process control but not numerically controlled machines) and the computer and computer peripheral industries.

3-8 MECHANICAL ENGINEERING **AB**
Sponsorship of the motor vehicle, metal and woodworking machine-tool, agricultural machinery, construction and mechanical handling equipment, welding and manufacturing machinery, and other mechanical engineering products industries. Promotion of industrial technologies (tribology, terotechnology, corrosion and protection, mechanical handling) and of low-cost automation.

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3-9 MINERALS, METALS, ELECTRICAL ENGINEERING AND PROCESS PLANT MT

General policy on mineral development in the UK. Questions of world demand and supply of non-ferrous metals. Sponsorship of non-ferrous metals industries and electrical engineering and process plant engineering and contracting industries.

3-10 PAPER, PRINTING, PUBLISHING, SERVICES AND DISTRIBUTION MT

Sponsorship of films, tourism, timber, board, printing, publishing, newspapers, books, distribution and service trades; and of leather and consumer goods industries including pottery, glass, cutlery, furniture, footwear, etc.

3-11 SHIPBUILDING POLICY MT

Sponsorship of the shipbuilding and ship-repairing industries.

3-12 OFFSHORE SUPPLIES OFFICE TH

Promoting the development of the UK's capability to compete effectively in the supply of goods and services for offshore oil and gas developments in UK waters and worldwide, and other follow-up of the IMEG Report. Sponsorship of industries involved in offshore supplies that are not covered elsewhere in the Department.

4 Fuel and power

4-1 ATOMIC ENERGY MT

Financing of Atomic Energy Authority. Government relationship with British Nuclear Fuels Ltd. and the Radiochemical Centre Ltd. Sponsorship of nuclear design and construction industry. International aspects of atomic energy, including UK participation in IAEA, NEA and Euratom.

4-2 COAL TH

Policy relating to the coal industry, including administration of the Coal Industry Acts, NCB borrowings and investment. General liaison with the coal distributive trade. Authorisation of NCB opencast workings. Mining subsidence.

4-3 ELECTRICITY TH

Policy relating to the electricity supply industry in England and Wales, including statutory structure of the industry. Administration of Electricity Supply Acts and the Electricity Acts. Electricity industry borrowing, investment and prices. Accident investigation and meter examining.

4-4 ENERGY TECHNOLOGY TH

Provides scientific and technological support and advice on the energy sector of the economy and on the iron and steel industry. Supports divisions dealing with fuel policy, fuel and power industries, Atomic Energy Authority, and iron and steel industry.

4-5 ENERGY POLICY DIVISION TH

Development of energy policy.

4-6 Nationalised Industry Policy Branch

Development of nationalised industry policy.

Civil Emergency Planning Unit TH

The Unit is the focal point in the Department for dealing with civil emergencies arising in or affecting the Department's industries.

4-7 GAS TH

Policy relating to the gas industry. Administration of the Gas Act, 1972. British Gas Corporation borrowings, investment and prices. Pricing of Continental Shelf gas. Safety measures for distribution and use of gas. Accident investigation and gas quality and meter examining.

Gas Standards Branch (Government Buildings, Saffron Road, Wigston, Leicester LE8 2US. Tel. 5354).

Control of gas quality and gas-meter testing, development work on standards and testing apparatus, gas safety.

4-8 MINES AND QUARRIES INSPECTORATE TH

Ensures observance both below and above ground of the Acts and Regulations on safety and health of people and the care and treatment of horses in mines and quarries. Inspectors investigate accidents and dangerous occurrences, attend inquests and initiate action to obtain compliance with the law, and advise on matters affecting health, safety and training.

4-9 NUCLEAR INSTALLATIONS INSPECTORATE TH

Regulates safety of nuclear power stations, nuclear-fuel processing plants, research reactors and isotope-manufacturing plants licensed by the Department under the Nuclear Installations Act.

4-10 OIL POLICY TH

Home and overseas oil policy, refineries and stockpiling, long-term emergency planning. Prices, finances of UK oil companies, administration of Pipelines Act 1962. EEC, OECD, export controls.

Oil Emergencies Group TH

The Group is concerned with contingency planning for the rationing of motor fuel and the allocation of industrial oils; liaison with the Oil Industry Emergency Committee, Government Departments, public sector and regional offices.

4-11 PETROLEUM PRODUCTION TH

Licensing policy and legislation. Safety regulations, offshore pollution. Assessment of discoveries and reserves, supervision of production.

4-12 IRON AND STEEL TH

Policy relating to the iron and steel industry. Administration of the Iron and Steel Acts. BSC organisation, borrowings and investment. Sponsorship of the private sector iron and steel industry and the foundry industry.

4-13 SAFETY AND HEALTH TH

Administration of Mines and Quarries Act, etc; third-party liability in the field of Nuclear Energy (Nuclear Installations Acts).

5 Aerospace and civil aviation

5-1 ACCIDENTS INVESTIGATION BRANCH SM

The investigation, in the United Kingdom, of accidents in which any civil aircraft are involved and participation in other administrations' investigations elsewhere of accidents to British registered or manufactured aircraft. Reports direct to the Secretary of State.

5-2 AEROSPACE (ASSESSMENT AND RESEARCH) MH

Technical and financial policy concerning Government-sponsored civil aircraft research, covering airframes, aero-engines and equipment. Technical and market assessment of current and possible future civil aircraft and air transport systems. Economic and statistical studies of the aerospace industry and projected civil aircraft projects.

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5-3 AIR **MH**

Sponsorship of the aircraft and aero-engine industries. Government shareholdings in Rolls-Royce (1971) Ltd. and Short Brothers and Harland Ltd. Government investment in civil aircraft and engine launching aid, including RB211 financing. Moves towards international collaboration and integration. Civil aircraft and engine exports.

5-4 CIVIL AVIATION 1 **SM**

Sponsorship role in relation to British Airways Board and its airlines and the Civil Aviation Authority, including appointments to these bodies, administration of the CAA grant and other matters under the Civil Aviation Act 1971.

5-5 CIVIL AVIATION 2 **SM**

International relations and negotiations covering scheduled and non-scheduled air services. Relations with international civil aviation bodies such as ICAO, the European Civil Aviation Conference and the Commonwealth Air Transport Council.

5-6 CIVIL AVIATION 3 **AD**

Concern with aircraft noise and nuisance, Departmental interests in the third London airport, policy towards British Airports Authority, non-state aerodromes, public safety zones at civil aerodromes, disposal of surplus civil aviation land and property, confirmation of compulsory purchase orders, road closures and bye-laws at aerodromes.

5-7 CIVIL AVIATION SAFETY ADVISER **SM**

Provides advice on civil aviation technical and operational safety matters and is responsible for formulation of policy and co-ordination of action on civil aviation security.

5-8 CONCORDE **MH**

Concorde policy and administration.

5-9 SPACE **AB**

Sponsorship of space industry. Policy and financial responsibility for the National Space Technology Programme and associated research programme. UK representation in the European Space Conference, ELDO and ESRO (for application satellite programmes).

6 Shipping

6-1 MARINE **SU**

Administration of merchant shipping legislation. Safety, construction and equipment (through Marine Survey Offices). Navigational aids, crew matters (through Mercantile Marine Offices and the Registry of Shipping), oil pollution, etc.

HM Coastguard **SU**

Co-ordination of search and rescue measures for vessels and small craft around the coastline.

6-2 SHIPPING POLICY **AD**

General policy questions affecting the UK merchant fleet including fiscal policy, investment incentives, defence considerations, and structure, profitability and economic health of the industry. International shipping policy issues including flag discrimination, the role of Governments in relation to shipping conferences, flags of convenience, law of the sea and various international conventions on ship-owners' liability. Discussion and negotiation on such issues with other Governments either directly or in UNCTAD, IMCO, OECD and other international fora.

Sea Transport Branch **PS**

Responsible for provision of merchant shipping or shipping space to meet the needs of government departments. Deals with planning of sea transport operations. Provides shipping intelligence service.

7 Research

7-1 RESEARCH AND DEVELOPMENT REQUIREMENTS **AB**

Servicing the Requirements Boards set up to determine the objectives of the Department's research and development programmes and the broad allocation of funds, and to commission R and D work. Sponsorship of research in marine technology and materials; DTI interest in Government-financed research in universities, research councils and other departments; Hovercraft Directorate.

7-2 RESEARCH AND DEVELOPMENT CONTRACTORS **AB**

Consideration of the responsibilities and problems of public sector contractors, especially those of the industrial research establishments (*see below*). Allocation and co-ordination of authorised programmes. Dealing with National Research Development Corporation, Design Council and Queen's Award to Industry (technology section). Research Divisions' interests in overseas science and technology and technical information services. Promotion of the Department's interests in technological manpower, engineering design, Council of Engineering Institutions and the professional institutions.

Technology Reports Centre (St. Mary Cray, Orpington, Kent BR5 3RF. Tel: Orpington 32111).
Information service for industry on UK government and overseas R & D, operates 'Techlink', a selective dissemination service, operates a console linked to the ESRO/ELDO data banks, and other computer retrieval systems.

Overseas Technical Information Unit **AB**

Provides information on overseas science and technology, Scientific Counsellor reports, German engineering guide lines (VDI Richtlinien), etc.

Technical Inquiry Point **AB**

Directs inquirers to sources of technical information.

International Technological Collaboration Unit (Culham Laboratory, Abingdon, Berks. Tel: Oxford 41721, Telex: 83189).
Responsible for implementing technological collaboration agreements between Britain and other countries; assists in technological exchanges.

RESEARCH ESTABLISHMENTS, ETC

National Physical Laboratory (Teddington, Middx. Tel: 01-977 3222, Telex 262344).
Metrology, standards, materials studies, computer science, aerodynamics, acoustics, ship hydrodynamics.

National Engineering Laboratory (East Kilbride, Glasgow G75 0QU. Tel: East Kilbride 20222, Telex 77588).
Engineering structure and materials, fluids, manufacturing systems.

Warren Spring Laboratory (Gunnels Wood Road, Stevenage, Herts SG1 2BX. Tel: Stevenage 3388, Telex 82250).
Chemical and process engineering, mineral processing, environmental pollution.

Safety in Mines Research Establishment (Central Laboratories, Red Hill, Sheffield S3 7HQ. Tel: Sheffield 78141).
Breathing apparatus, gas detection, dust sampling, explosion hazards, flame-proof equipment, haulage and lifting gear.

Laboratory of the Government Chemist (Cornwall House, Stamford Street, London SE1 9NQ. Tel: 01-928 7900).
Analytical services to Government departments, food chemistry, pesticide residues, environmental pollution.

Pesticide Residue Analysis Information Service (Cornwall House, Stamford Street, London SE1 9NQ. Tel: 01-928 7900).

Computer-aided Design Centre (Madingley Road, Cambridge CB3 0HB. Tel: Cambridge 63125).
Development of computer-aided design systems for chemical, mechanical, electrical, electronic and civil engineering, building, construction and industrial design.

8 General

8-1 ACCOUNTANCY SERVICES HH

A common service of the Department for all accountancy questions.

8-2 INFORMATION V

Public presentation of major issues and information services generally. Speech-writing. Departmental periodicals: *Trade and Industry*, *European Communities Commentary*, *Ti-Line*, *Coastguard*. EEC Information Unit.

8-3 ECONOMICS AND STATISTICS V

Economic and statistical analysis and advice; forecasts and special studies to assist in formulating economic and industrial policies; data collection and processing. There are six divisions covering: industrial and regional policies (EcS1); energy and iron and steel (EcS2); private sector manufacturing industries (EcS3); central economic statistics and forecasts (EcS4); overseas trade and payments statistics and forecasts (EcS5); finance, shipping, aviation and research and development (EcS6).

Business Statistics Office (Cardiff Road, Newport, Mon., NP7 1XG. Tel: Newport 56111).
The principal Government agency for collecting and processing statistics from business firms.

8-4 ESTABLISHMENT V

There are four divisions: Senior Staff Management—personnel management above Principal level, public appointments, honours; Establishment Personnel—personnel management Principal level and below; Establishment Organisation—organisation policy, management services, office services, libraries and industrial staff; Conditions of Service and Manpower—establishment matters common to all classes, manpower forecasts, complementing and staff inspection, focal point for Parliamentary Commissioner for Administration cases and Race Relations Board cases.

Statistics and Market Intelligence Library XH

A public reference library of material on overseas markets including large collections of economic and general statistics, catalogues of foreign manufacturers, overseas development plans, and overseas trade and telephone directories.

Central Library V

8-5 FINANCE AND ECONOMIC APPRAISAL AB

General financial policy and control. Co-ordination and preparation of the Department's Estimates and PESC forecasts. Development and application of criteria for evaluation of current and proposed expenditure and of the effectiveness of the Department's programmes. Liaison and co-ordination for Exchequer and Audit Department, Public Accounts Committee and Select Committee on Expenditure. Control of the Department's accounts work and internal audit.

8-6 SOLICITOR'S DEPARTMENT K

Acts as adviser on legal matters involved in the work of the Department and the Export Credits Guarantee Department. Responsible for drafting all subordinate legislation, and for prosecutions arising from Department-administered Acts. There are four divisions. Division A—overseas trade and ECGD; Division B—domestic commercial law; Division C—prosecutions and investigations; Division D—industry, aerospace and industrial assistance.

8-7 CENTRAL SECRETARIAT V

Secretariat of Permanent Secretary's Top Management Group and general co-ordination. Advice on Parliamentary Select Committee work.

8-8 PARLIAMENTARY BRANCH V

Responsible for co-ordinating all DTI parliamentary work—public and private Bills, subordinate legislation, Parliamentary Questions, etc.

ASSOCIATED ORGANISATIONS

British Airports Authority—2 Buckingham Gate, London SW1E 6JL (01-834 6621, Telex 919039).

British Standards Institution—2 Park Street, London W1A 2BS (01-629 9000).

British Tourist Authority—64 St. James's Street, London SW1A 1NF (01-629 9191).

Civil Aviation Authority—129 Kingsway, London WC2B 6NN (01-405 6922).

Design Council—28 Haymarket, London SW1Y 4SU (01-839 8000).

English Tourist Board—4 Grosvenor Gardens, London SW1W 0DU (01-730 3400).

Metrication Board—22 Kingsway, London WC2B 6LE (01-242 6828).

Monopolies Commission—New Court, 48 Carey Street, London WC2A 2JJ (01-405 9722).

National Computing Centre—Quay House, Quay Street, Manchester 3 (061-832 9731, Telex 668962).

National Research Development Corporation—PO Box 236, Kingsgate House, 66-74 Victoria Street, London SW1E 6SJ (01-828 3400).

Performing Right Tribunal—Room 105, 25 Southampton Buildings, Chancery Lane, London WC2A 1AY (01-405 8721, ext. 3353).

Price Commission—Neville House, Page Street, London SW1P 4LS (01-222 8020).

The Office of Fair Trading—Chancery House, 53 Chancery Lane, London WC2A 1SP (01-242 2858).

United Kingdom Atomic Energy Authority—11 Charles II Street, London SW1Y 4QP (01-930 6262).

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London addresses

CODE	Address	Telephone	Telex
V	1 VICTORIA STREET, SW1H 0ET	01-222 7877	27366
AB	Abell House, John Islip Street, SW1P 4LN	01-834 4422	
AD	The Adelphi, John Adam Street, WC2N 6BQ	01-836 1207	22119
AH	Aldermanbury House, Aldermanbury, EC2P 2EL	01-606 6699	883601
BR	2-14 Bunhill Row, EC1Y 8LL	01-606 4071	
CS	Chapter Street House, 26 Chapter Street, SW1P 4NS	01-834 7032	
CO	Companies House, 55-71 City Road, EC1Y 1BB	01-253 9393	
DB	Dean Bradley House, 52 Horseferry Road, SW1P 2AG	01-212 7676	
HH	Hillgate House, 26 Old Bailey, EC4M 7HU	01-248 5757	
IH	Inveresk House, 346 Strand, WC2R 0HJ	01-836 7733	
K	Kingsgate House, 66-74 Victoria Street, SW1E 6SJ	01-222 7877	27366
MH	Monsanto House, 10-18 Victoria Street, SW1H 0NQ	01-222 7877	27366
MT	Millbank Tower, Millbank, SW1P 4QU	01-834 2255	918829
P	Southampton Buildings, WC2 1AY	01-405 8721	
PS	Parliament Square House, 34-36 Parliament Street, SW1A 2ND	01-222 7060	24730
S	Sanctuary Buildings, 16-20 Great Smith Street, SW1P 3DB	01-222 7877	27366
SM	Shell Mex House, Strand, WC2R 0DP	01-836 1207	22119
SU	Sunley House, 90-93 High Holborn, WC1V 6LP	01-405 6911	264084
TH	Thames House South, Millbank, SW1P 4QJ	01-222 7000	
TM	Thomas More Building, Royal Courts of Justice, Strand WC2A 2JY	01-405 7641	
XH	Export House, 50 Ludgate Hill, EC4M 7HU	01-248 5757	886143

Small Firms Information Centres

The Department of Trade and Industry has recently established a chain of 10 Small Firms Information Centres throughout Great Britain. The centres are designed to offer a free signposting service to small firms and people wishing to establish a business and to assist small firms in finding the right sources of help for their problems. At the time of publication of this guide six of the centres, were occupying temporary accommodation in DTI Regional Offices, while awaiting moves to permanent addresses. Correspondence should be addressed 'Small Firms Information Centre'.

Birmingham
53 Stephenson Street, Birmingham B2 4DH (021-643 3344).

Bristol
DTI South West Regional Office, The Pithay, Bristol BS1 2PB (0272 294546/9).

Cardiff
1st Floor, St. David's House, Wood Street, Cardiff CF1 1ER (0222 396116).

Glasgow
DTI Office for Scotland, 314 St. Vincent Street, Glasgow G3 8XF (041-248 2855, ext 228).

Leeds
DTI Yorkshire and Humberside Regional Office, City House, New Station Street, Leeds LS1 4JQ (0532 445151).

London
DTI London and South East Regional Office, Cromwell House, Dean Stanley Street, London SW1P 3HY (01-828 2384).

Luton
35 Wellington Street, Luton LU1 2SB (0582 29215).

Manchester
DTI North West Regional Office, Sunley Buildings, Piccadilly Plaza, Manchester M1 4BA (061-832 5282).

Newcastle
22 Newgate Shopping Centre, Newcastle upon Tyne NE1 5RH (0632 25353).

Nottingham
DTI East Midlands Regional Office, Cranbrook House, 47 Cranbrook Street, Nottingham NG1 1ES (0602 49791).

Regional and District Offices

The Department's main regional network is based on its 10 regional offices, eight of which are in England, and one each in Scotland and Wales. The Regional Offices represent the Department in its dealings with industry, local authorities, the Regional Offices of other Government departments and other local bodies and organisations. The Regional Offices are also responsible for administering selective assistance to industry in Assisted Areas and for other aspects of regional industrial development and export promotion.
In addition some parts of the Department's work are handled through specialist local offices. The main ones are HM Coastguard, Mercantile Marine Offices, Marine Survey Offices, offices handling Regional Development Grants and the residual Investment Grants, and the Official Receivers in bankruptcy and company liquidation. The Export Credits Guarantee Department also has local offices. A chain of 10 Small Firms Information Centres has also been established by the Department; addresses of these offices are given on page xii of this guide.

■●**Scotland** DTI Office for the whole of Scotland
314 St. Vincent Street, Glasgow G3 8XF (041-248 2855, Telex 77583).

□ Glasgow
Magnet House, 59 Waterloo Street, Glasgow G2 7BT (041-221 9833, Telex 77611).
Pegasus House, 375 West George Street, Glasgow G2 4LW (041-221 8971).

●Inverness District Office for the Highlands and Islands and North East Scotland
Caledonia House, 63/67 Academy Street, Inverness IV1 1LU (Inverness 30867).

■●**Wales** DTI Office for the whole of Wales
Government Buildings, Gabalfa, Cardiff CF4 4YL (Cardiff (0222) 62131, Telex 49267).

□ Cardiff
24-26 Newport Road, Cardiff CF2 1SY (Cardiff (0222) 42611, Telex 49538).

Colwyn Bay District Office for North Wales
Government Buildings, Dinerth Road, Colwyn Bay, Denbs. (Colwyn Bay (0492) 44261).

●■**North** Regional Office for Cumberland, Durham, Northumberland, Westmorland and the North Riding of Yorkshire
Wellbar House, Gallowgate, Newcastle upon Tyne NE1 4TR (Newcastle upon Tyne (0632) 27575, Telex 53178).

□ Billingham
Queensway House, West Precinct, Billingham, Teesside TS23 2NF (Stockton on Tees (0642) 553671, Telex 58608).

●Cumberland District Office for Cumberland and Westmorland
Town Hall, Cockermouth, Cumberland (Cockermouth (090-082) 3498, Telex 64173).

■●**Yorkshire and Humberside** Regional Office for the East and West Ridings of Yorkshire, City of York and Lincolnshire (parts of Lindsey only)
City House, New Station Street, Leeds LS1 4JQ (Leeds (0532) 38232, Telex 557470).

■●**North-West** Regional Office for Cheshire, Lancashire and High Peak District of Derbyshire (boroughs of Buxton and Glossop, urban districts of New Mills and Whaley Bridge, and rural district of Chapel-en-le-Frith)
Sunley Building, Piccadilly Plaza, Manchester M1 4BA (061-236 2171, Telex 667104).

□ Bootle
St. Peter's House, Stanley Precinct, Bootle, Lancs L20 3LZ (051-922 4030, Telex 627162).

●**West Midlands** Regional Office for Herefordshire, Shropshire, Staffordshire, Warwickshire and Worcestershire
Ladywood House, Stephenson Street, Birmingham B2 4DT (021-632 4111, Telex 337021).

●**East Midlands** Regional Office for Nottinghamshire, Derbyshire (except High Peak District), Leicestershire, parts of Lincolnshire (parts of Holland and of Kesteven, and City of Lincoln), Rutland and Northamptonshire
Cranbrook House, Cranbrook Street, Nottingham NG1 1ES (Nottingham (0602) 46121, Telex 37143).

●**South-West** Regional Office for Cornwall, Devon, Somerset, Wiltshire, Gloucestershire, Bristol and Dorset (except Poole)
The Pithay, Bristol BS1 2PB (Bristol (0272) 291071, Telex 44214).

■ Plymouth South-Western Industrial Development Office
Third floor, Tower Block, North Road Station, Plymouth PL4 6AP (Plymouth (0752) 21891).

London and South-East Regional Office for Greater London, Kent, Surrey, Sussex, Hampshire, Isle of Wight and part of Dorset (Poole MB only)
Cromwell House, Dean Stanley Street, London SW1P 3HY (01-828 4355, Telex 25991).

Croydon Branch Office
Concord House, London Road, Croydon CR9 2QB (01-684 9781).

East Regional Office for Bedfordshire, Berkshire, Buckinghamshire, Essex, Hertfordshire, Oxfordshire, Cambridgeshire and Isle of Ely, County of Huntingdon and Peterborough, Norfolk and Suffolk
Cromwell House, Dean Stanley Street, London SW1P 3HY (01-828 6271, Telex 25991).

Reading District Office for certain matters for Bedfordshire, Berkshire, Buckinghamshire, Hertfordshire and Oxfordshire
Market Place House, Reading, Berks RG1 2EN (Reading (0734) 581261).

●**Northern Ireland Ministry of Commerce**
Chichester House, 64 Chichester Street, Belfast BT1 4JX (Belfast (0232) 34488, Telex 74578).

■ Regional Industrial Director (in addition to Regional Director).
● Offices providing services for British exporters (services for British exporters in the London & South-East and Eastern regions are provided by the DTI headquarters' Export Services and Promotions Division).
□ Regional development grants only.

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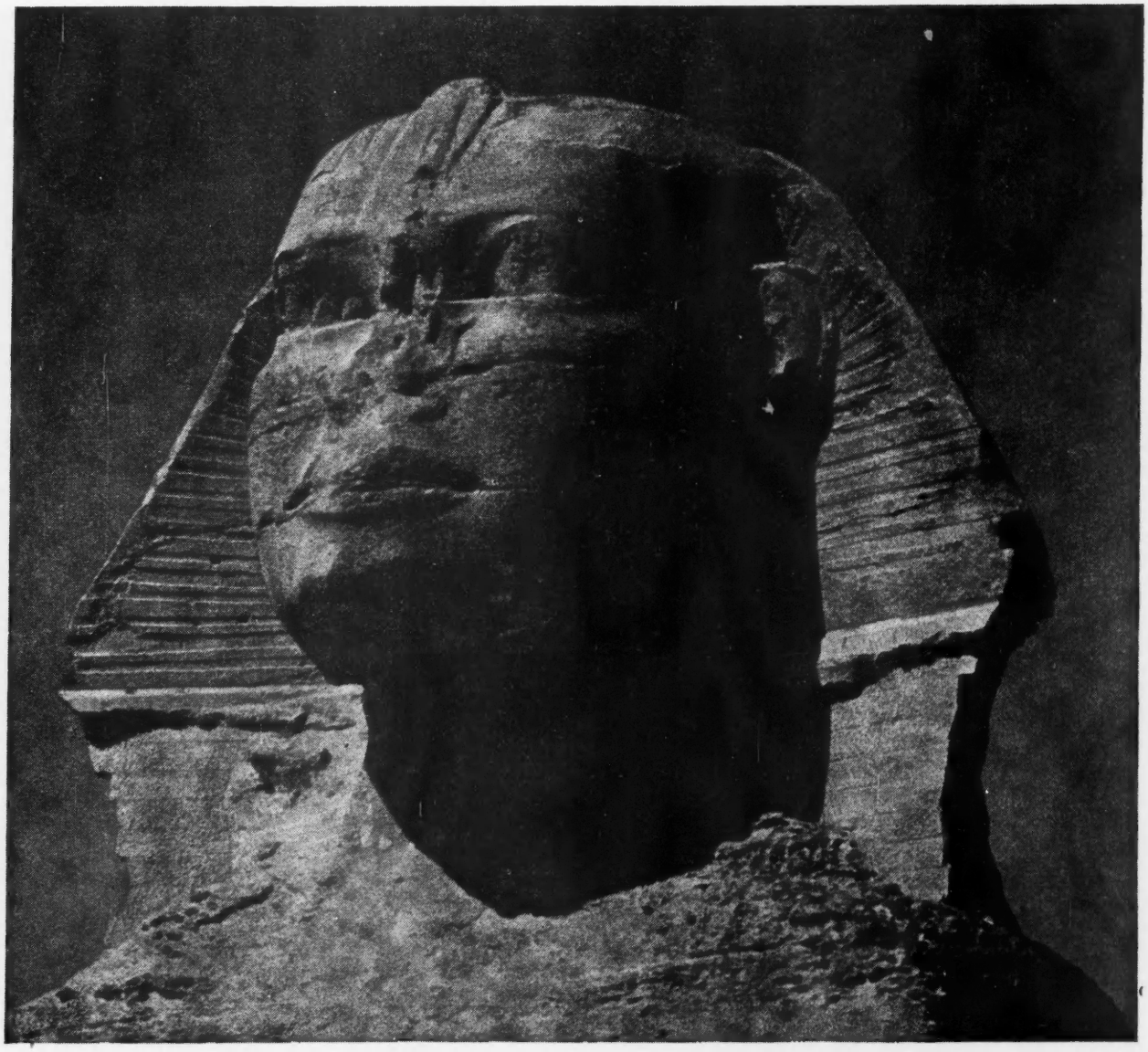

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Addresses of ECGD local offices

The Export Credits Guarantee Department (ECGD) is a Government Department providing export credit insurance for United Kingdom exporters and insurance against political risks for new investments overseas. Although credit insurance is its main service to exporters the Department offers them a number of others. Firstly the Bank Guarantee scheme is available to exporters who have held an ECGD comprehensive type policy for 12 months. This scheme enables exporters to obtain export finance from their bank at a special low rate. Major projects carried out by British firms in overseas countries can be financed by the buyer credit technique which gives the exporter the bulk of his payment on shipment of the goods. Similar to this is the line of credit facility which extends the buyer credit principle to include contracts often with an individual value as low as £10,000. ECGD now insures 38 per cent of all UK exports. For full details of all ECGD services contact Publicity Branch, ECGD, Aldermanbury House, Aldermanbury, London EC2 2EL, telephone 01-606 6699 extension 258, telex 883601, or get in touch with your local branch office listed below.

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D. G. Hake, Waverley House, 7-12 Noel Street, London W1V 3PB. Tel. 01-437 2292. Telex 24105.

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R. H. Forsyth, River House, High Street, Belfast BT1 2BE. Tel. Belfast 31743/4. Telex 74577.

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Counties of Shropshire, Worcester, Warwick, Stafford, Nottingham, Leicester, Rutland and parts of Derby.

F. Wilmot, Colmore Centre, 115 Colmore Row, Birmingham B3 3SB. Tel. 021-233 1771. Telex 33132.

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The counties of York, Durham, Northumberland and part of Lincoln.

W. Ford, Liverpool Victoria House, 8 Otley Road, Leeds LS6 2AN. Tel. Leeds 782121. Telex 55125.

Manchester

Lancashire, Cheshire, Cumberland, Westmorland and part of Derbyshire; the Welsh counties of Anglesey, Caernarvon, Denbigh, Flint and Montgomery and the Isle of Man.

R. H. K. Hughes, Elisabeth House, St. Peter's Square, Manchester, M2 4AJ. Tel. 061-228 3621. Telex 667756.

New York

In the United States exporters can obtain assistance from the Department's resident Representative for the USA and Canada:

J. A. Dorrian DFM, c/o British Trade Development Office, 150 East 58th Street, New York 10022, USA. Tel. 212-593-2258. Telex 420543.

TARIFF & TRADE NOTICES

In many cases further information on the notices published on these pages is available from the Department of Trade and Industry. The main branches concerned are: Commercial Relations and Exports (CRE) Divisions, DTI, 1 Victoria Street, London SW1H 0ET (tel: 01-222 7877); and Export Data Branch (EDB), DTI, Export House, 50 Ludgate Hill, London EC4M 7HU (tel: 01-248 5757). In each case, the relevant information source is indicated at the end of the notice by its initials (CRE or EDB) and the appropriate telephone extension number. In the Tariff and Trade Notices section countries are grouped by continents as far as possible; they are listed alphabetically on the contents page.

Portugal

DUTY EXEMPTION ON CAPITAL GOODS: *Trade and Industry*, September 27, 1973 published details of exemption from duty under Decree Law 65/70 of February 26, 1970, of parts and accessories imported into Portugal for use exclusively in the construction of machinery and other capital goods. The provisions of this law have now been extended by Decree Law 548/73 of October 25, 1973 to cover BN headings 8424.06, 07, 08, and 8425.08, 09, 10, 11, 12. **EDB ext. 460/461**

TARIFF AMENDMENTS—FOOTWEAR, TANNING AND LEATHER GOODS: *Trade and Industry*, July 19, 1973 published amendments to the Portuguese tariff. The notes, which were added to the tariff, are now amended by Decree Law 556/73, published in *Diario do Governo*, Series 1, No. 251 of October 26, 1973, and Decree Law 562/73, published in *Diario do Governo*, Series 1, No. 252 of October 27, 1973, as follows:

The notes on BN headings 40.08.02, 59.08.01, 64.05.02, 03 and 04, now also apply to traders as well as manufacturers in the footwear industry.

The note to BN heading 41.02.04 now also includes the tanning industry. **EDB ext. 460/461**

Greece

DUTY-FREE IMPORT OF ANIMAL FOODSTUFFS: Approval has been granted by the Greek Ministry of National Economy for the duty-free import from January 1 to December 31, 1974 of fish meals, meat meals, soya flour and animal feed concentrates. **EDB ext. 420/475**

LICENCES FOR SELLING AGRICULTURAL CHEMICALS AND VETERINARY MEDICINES: The Greek Ministry of Agriculture has announced that from January 1, 1974 licences will be required for the sale of agricultural chemicals and veterinary medicines. Licences for agricultural chemicals will be issued to agricultural organisations and co-operatives, provided that they employ a scientist. Veterinary medicines may be sold by chemists' shops and veterinary clinics, as well as private persons who have a licence. **EDB ext. 420/475**

Yugoslavia

INCREASE IN IMPORT DUTIES: It has been announced in the Yugoslav *Official Gazette* that the import duty on a variety of products has been increased, with effect from September 1, 1973. The items cover chapters 28, 29, 31, 32, 35, 37-41, 43, 48-51, 56, 59 and 70. Duties have been increased to 30 per cent, 40 per cent and 50 per cent. Further details are available: inquirers should state the tariff numbers they are interested in. **EDB ext. 466/467/288**

Israel

TARIFF AMENDMENTS: The Israeli authorities have issued the following amendments to the Customs tariff:

Item no.	Description	Rate of duty
09.01	After paragraph 1593 insert:	
1599	Other	IL.3.80 per kg
18.01	Section 1000 is superseded by:	
1000	Raw	
1010	Released before 1.4.1974	IL.2.40 per kg
1090	Other	IL.2.90 per kg
18.03	Section 1000 is superseded by:	
1000	Cocoa blocks (cocoa cake)	
1010	Released before 1.4.1974	IL.2.50 per kg
1090	Other	IL.2.70 per kg
18.04	Section 9900 is superseded by:	
9900	Other	
9910	Released before 1.4.1974	IL.2.70 per kg
9990	Other	IL.3.50 per kg
60.01.9930 and 60.06.1030	Containing wool or other animal hair or man-made discontinuous fibre in lengths exceeding 40 mm in whatever percentage	IL.2.75 per sq.m + 30% *ad val*
73.10.2039	Other than if released before 1.4.1974	IL.0.045 per kg + 20% *ad val*

EDB ext. 420/475

Lebanon

EXPORT LICENSING: The Lebanese authorities have announced that the export and re-export of certain goods from all Lebanese territories are now subject to licensing control. These include foodstuffs, ferrous and non-ferrous metals and their derivatives, lubricating oil and greases, rubber tyres, timber and board, paper, electric wire and cable, vehicles of certain types, spare parts for machinery, accumulators, electric generating sets and fire fighting materials. Details are available. **EDB ext. 420/475**

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STANDARD PACKS FOR FOODSTUFFS: The Lebanese authorities have decreed that the production, import and sale of macaroni, spaghetti, vermicelli and similar products shall be restricted to three pack sizes, weighing 1 kilogram, 500 grams and 350 grams. For imported goods, the weight must be clearly stated on each pack in the language of the country of origin. This decree will come into force from January 1, 1974. **EDB ext. 420/475**

IMPORT OF SEED POTATOES: The Lebanese Ministry of Agriculture has authorised the import of seed potatoes for the 1973-74 season from the United Kingdom (including Northern Ireland), the Irish Republic, the Netherlands, France, Denmark, Poland the Federal Republic of Germany and the German Democratic Republic. Importation of the following kinds is authorised:

Arran Banner	Ulster Dale	Claudia	Donata
Bintje	Resy	Primura	Ulster Emblem
Spunta	Monitor	Humalda	Ulster Torch
Alpha	Ostara	Multa	Arran Banner Pricosa
Sirtema	Kenebec	Desiree	Radoza
Clauster	Up to date	Pierviosnek	
Jaerla	Kerne	Giwont	

Limited quantities of other varieties suitable for experimental purposes may also be imported from the countries mentioned above under certain conditions, which appear to be similar to those issued in 1971 and 1972. Details of the conditions are available.

EDB ext. 420/475

Libya

OFF-LOADING OF GOODS: As reported in *Trade and Industry*, June 14, 1973 the Libyan authorities ruled that goods arriving at Tripoli harbour must be off-loaded within one week, or else they are liable to be sold by auction. It has now been announced in the Libyan press that the Popular Committee has extended the maximum period for clearing goods to two weeks, and that the regulations will also apply to Benghazi harbour.

In practice this has not been causing too much hardship to merchants as they have been giving letters of guarantee should the documents not be readily obtainable from the banks.

If the situation deteriorates, the foreign embassies in Tripoli will be considering whether to make concerted representations to the customs authorities via the Ministry of Foreign Affairs.

EDB ext. 420/475

South Africa

TARIFF CHANGES: The following amendments were published in the South African *Government Gazette*, November 16, 1973:

R.2127: BN 73.38
The duty on holloware for kitchen or table use, of stainless steel (including pressings and stampings) is amended to the extent indicated.

INDUSTRIAL REBATES
R.2128: BN 15.07, 28.08 and 69.07
1. The provision for a rebate of duty on certain vegetable oils for the manufacture of fatty acids is extended to cover all vegetable oils (excluding sunflower seed oil).
2. Provision is made for a rebate of the full duty on unglazed ceramic tiles in such quantities and at such times as the Secretary for Industries may allow by specific permit, for the manufacture of glazed ceramic tiles.
3. Provision is made for a rebate of the full duty on sulphuric acid for the manufacture of electrolytic manganese.

EDB ext. 471/472/473/462

South Korea

RAW MATERIALS—IMPORT LIBERALISATION: According to a Korean press report the Ministry of Commerce and Industry has adopted a new import policy designed to ensure an adequate supply of the following 18 raw materials:

Ferrous scrap, chemical pulp, hot coils, iron sheet, raw rubber, edible beef tallow, beef tallow for industrial use, copper scrap, copper ore, pig iron, synthetic rubber, raw cotton, aluminium, manganese ore, sawlogs, wheat, corn and soya beans.

Liberal quantities of these items may be imported.

EDB ext. 420/475

(continued on next page)

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Deposits	172,764,215	"	"
Total Assets	251,689,464	"	"

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SOUTH KOREA
continued

LARGE TRUCKS—IMPORT BAN: According to a Korean press report the Ministry of Commerce and Industry proposes to ban the importation of trucks of 10 tons and over from January 1, 1974. No further information is available. **EDB ext. 420/475**

Australia

RESULT OF TARIFF BOARD INQUIRIES—ENGINES, FIRE HOSE: As a result of Australian Tariff Board inquiries, changes have been made in the Customs Tariff affecting the rates of duty on the following goods:

Engines, motors, pumps and valves.

Fire hose.

Full details will be published as soon as possible but in the meantime brief details are available. **EDB ext. 468/469/401**

TARIFF BOARD INQUIRY RESULTS—TARIFF CHANGES ON COLOUR TV, SOUND RECORDERS, ELECTRONIC EQUIPMENT: Details are given below of changes made in the Australian customs tariff by customs tariff proposals No. 18 (1973) which came into effect on November 20, 1973 and include those consequent upon the Tariff Board inquiries into:

Colour television receivers and components

Sound recorders and reproducers

†Electronic and electrical equipment—review no. 6.

ALTERATION TO SECTIONS OF THE CUSTOMS TARIFF 1966-72

Tariff item	Goods	Rates of duty: General	Rates of duty: Preferential
1 Omit section 17c, substitute the following section: '17c. Where an item in Part II of the First Schedule, or a sub-item of such an item, a paragraph of a sub-item or a sub-paragraph of a paragraph, is specified in Part V of that Schedule, the Minister may, by order published in the *Gazette*, declare that, on and from such date as is specified in the order (which may be a date earlier than the date of publication of the order), that item, sub-item, paragraph or sub-paragraph, as the case may be, has effect as if there were substituted for the rates of duty set out in columns 3 and 4 of that item, sub-item, paragraph or sub-paragraph, the word "Free", and the order has effect accordingly'.			
2 Section 36 is amended by inserting in sub-section (1), after the figures '11,' the figures and letter '17c'.			

ALTERATIONS TO PART II OF THE FIRST SCHEDULE TO THE CUSTOMS TARIFF 1966-72

Tariff item	Goods	Rates of duty: General	Rates of duty: Preferential
1 Omit note 9 to Chapter 85.			
2 Omit paragraphs 85.01.21, 85.01.22 and 85.01.23, substitute the following paragraphs:			
85.01.21	Induction coils not being goods falling within paragraphs 85.01.22	40%	22½%
85.01.22	Transformers suitable for use, or generally similar to those used, in radio and television transmitters or receivers or audio amplifiers; deflection yokes for cathode ray tubes	35%	35%
3 After paragraph 85.01.41 insert the following paragraph:			
85.01.42	Of a kind suitable for use, or generally similar to those used, with television or radio receivers or audio equipment, not being goods falling within paragraph 85.01.41	35%	35%
4 Omit item 85.14, substitute the following item:			
85.14	•Microphones and stands therefor; loudspeakers; audio-frequency electric amplifiers:		
85.14.1	Speech trainers	45%	27½%
85.14.9	Other	35%	35%
5 Omit item 85.15, substitute the following item:			
85.15	•Radiotelegraphic and radiotelephonic transmission and reception apparatus; radio broadcasting and television transmission and reception apparatus (including receivers incorporating sound recorders or reproducers) and television cameras; radio navigational aid apparatus, radar apparatus and radio remote control apparatus:		
85.15.1	Radio broadcasting reception apparatus including receivers incorporating sound recorders or reproducers; television reception apparatus for the reception of signals without line connection including receivers incorporating radio broadcasting receivers, sound recorders or reproducers:		
85.15.11	As prescribed by by-law	In respect of each picture tube designed for visual display of television in colour—Free; In respect of the remainder of the goods—35%	In respect of each picture tube designed for visual display of television in colour—Free; In respect of the remainder of the goods—35%
85.15.19	Other	In respect of each picture tube designed for visual display of television in colour—5%; In respect of the remainder of the goods—35%	In respect of each picture tube designed for visual display of television in colour—5%; In respect of the remainder of the goods—35%
85.15.2	Pick-up heads for television cameras	Free	Free
85.15.9	Other	45%	27½%
6 Omit item 85.18, substitute the following item:			
85.18	•Electrical capacitors, fixed or variable:		
85.18.1	Capacitors of a kind used as original components in the assembly or manufacture of vehicles of a kind falling within sub-item 87.01.1, 87.02.1, 87.03.9 or paragraph 87.14.11	45%	35%
85.18.2	Capacitors that are—(i) of a kind used in X-ray apparatus; (ii) of a kind used as standards or references for comparison and measuring purposes; (iii) of the power factor correction type	45%	27½%
85.18.9	Other	35%	35%
7 Omit paragraph 85.19.46, substitute the following paragraph:			
85.19.46	Valve sockets of a kind suitable for use, or generally similar to those used, in radio and television transmitters or receivers or audio amplifiers	35%	35%
8 Omit sub-items 85.19.5 and 85.19.6, substitute the following sub-items:			
85.19.5	Resistors of a kind used as a standard of reference for comparison and measuring purpose	45%	27½%
85.19.6	Resistors, not being goods falling within a preceding sub-item of this item, of a kind suitable for use, or generally similar to those used, in radio and television transmitters or receivers or audio amplifiers; printed circuits	35%	35%
9 Omit item 85.21, substitute the following item:			
85.21	•Thermionic, cold cathode and photocathode valves and tubes (including vapour or gas filled valves and tubes, cathode ray tubes, television camera tubes and mercury arc rectifying valves and tubes); photocells; diodes, transistors and similar semi-conductor devices; electronic microcircuits; mounted piezo-electric crystals:		
85.21.1	Cathode ray tubes other than monochrome cathode ray picture tubes of a kind used in television receivers:		
85.21.11	As prescribed by by-law	In respect of the deflection yoke, if any—35%; In respect of the remainder of the goods—Free	In respect of the deflection yoke, if any—35%; In respect of the remainder of the goods—Free
85.21.19	Other	In respect of the deflection yoke, if any—35%; In respect of the remainder of the goods—5%	In respect of the deflection yoke, if any—35%; In respect of the remainder of the goods—5%
85.21.9	Other	35%	35%
10 Omit note 4 to Chapter 92.			
11 Omit items 92.11 to 92.13 (inclusive), substitute the following items:			
92.11	•Gramophones, dictating machines and other sound recorders and reproducers, including record-players and tape decks, with or without sound-heads; television image and sound recorders and reproducers, magnetic:		
92.11.1	Television image and sound recorders and reproducers, magnetic	5%	5%
92.11.2	Dictating machines, as defined by by-law	10%	10%
92.11.9	Other	35%	35%
92.12	•Gramophone records and other sound or similar recordings; matrices for the production of records, prepared record blanks, film for mechanical sound record-		

Tariff item	Goods	Rate of duty	
		General	Preferential
	ing, prepared tapes, wires, strips and like goods of a kind commonly used for sound or similar recording:		
92.12.1	Prepared tapes, wires, strips and like goods of a kind commonly used for magnetic recording of sound or similar recording, whether recorded or blank	35%	35%
92.12.9	Other	5%	5%
92.13	*Other parts and accessories for apparatus of a kind falling within item 92.11:		
92.13.1	For dictating machines	10%	10%
92.13.9	Other	35%	35%
12 Omit sub-items 97.03.1, 97.03.2 and 97.03.3, substitute the following sub-item:			
97.03.1	Books; radio receivers; radio remote control apparatus; microscopes	The rate of duty set out in this column in the tariff classification in the First Schedule that, but for this item, would apply if the goods were not toys or models or parts or accessories therefor	The rate of duty set out in this column in the tariff classification in the First Schedule that, but for this item, would apply if the goods were not toys or models or parts or accessories therefor

These rates take account of the 25 per cent tariff cut announced earlier in the year (see *Trade and Industry*, August 23, 1973).

†**Electronic and electrical equipment—review no. 6:** These tariff changes cover the Tariff Board's report on *consumer* electronic equipment and components only. The Australian Cabinet will introduce appropriate subsidy assistance to maintain, at least until the Tariff Board report on *professional* electronic equipment is considered by the Government, the production in Australia of selected electronic components which are or could be important for their defence, telecommunications or technological significance, eg

integrated circuits
discrete semi-conductors
crystals
transmitting valves
certain types of capacitors
special purpose transducers derived from ceramic capacitors
certain types of resistors, and transformers, as used in electronic equipment.

The precise list of components which might be covered by such assistance will be determined by the Government after further consideration of defence, telecommunications and technological

(*continued on next page*)

The lists of Tariff, Customs and Import Regulations changes in overseas countries published in this section of *Trade and Industry* sometimes contain words which are registered trade marks in the United Kingdom. So far as is practicable, all lists of goods are checked before publication from this point of view. Items which fall into this category are preceded by the letters rtm. Readers should note that this prefix signifies that the words are registered as trade marks in the United Kingdom but that in the present context are assumed to refer generally to products of the descriptions stated in brackets. While every attempt will be made to ensure that the scrutiny is complete, the lists may contain other words which are registered as trade marks in the United Kingdom or in other countries but which it has not been possible to identify.

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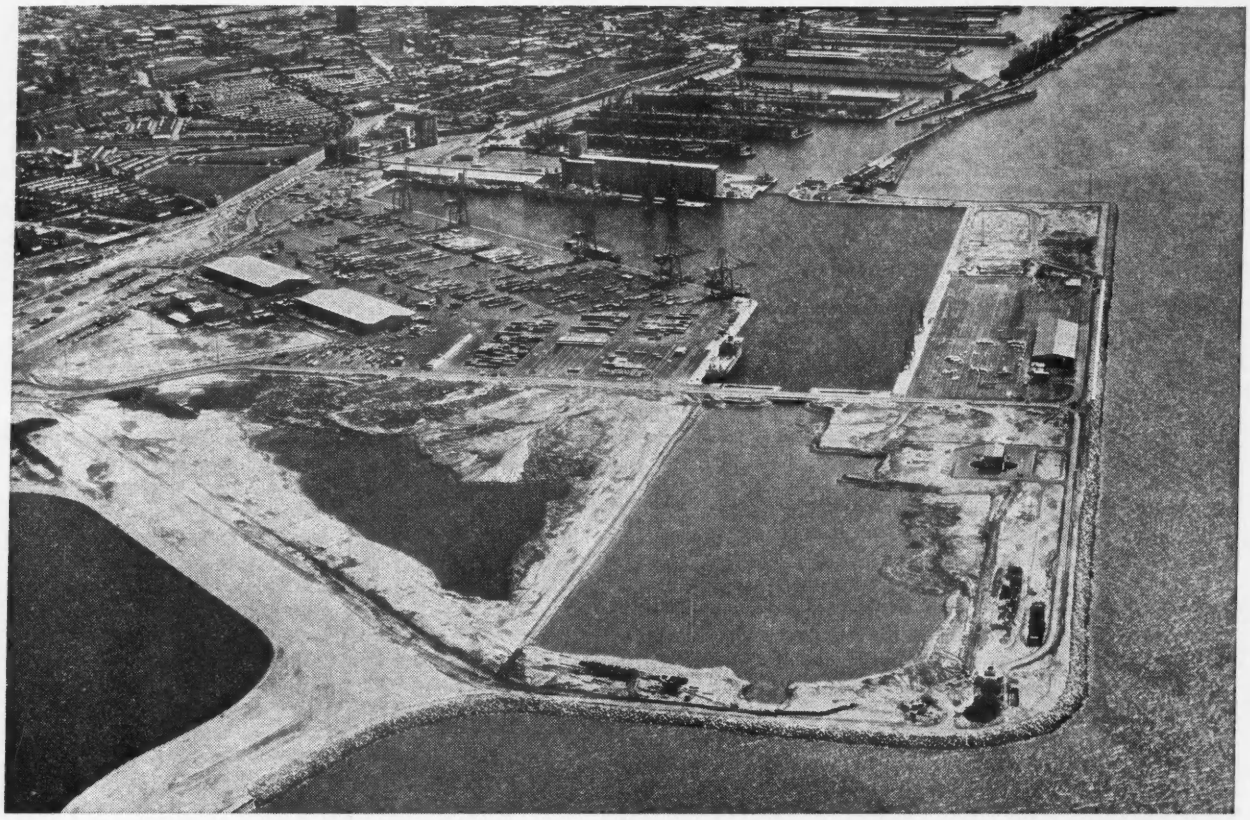

Liverpool's North Docks, with the vast new Royal Seaforth Dock in the foreground—the largest single dock development in Europe in recent years. A report on the new dock and other advanced port facilities in Britain will be presented to interested South Africans when Mr. Ken Bickerstaff, the port's marketing manager, joins the Merseyside Chamber of Commerce and Industry trade mission (February 2 to 16). Built at a cost of £50 million, the new dock includes a giant container terminal, an automated meat berth, specialised berths for timber and a 100,000-ton capacity grain terminal to handle the largest bulk grain carriers. The Portia computer system at Liverpool has attracted the attention of port authorities from all over the world.

AUSTRALIA
continued

aspects. Advice would be sought from appropriate Departments and technical authorities, eg universities and/or consultants. The nature and extent of any subsidy assistance would be subject to appropriate rationalisation and restructuring being undertaken by the industry in consultation with Government. The details of this assistance will be determined and announced before the end of June 1974. The future of the subsidy assistance introduced will be reviewed at the time of consideration of the Tariff Board's report on *professional* electronic equipment. **EDB ext. 468/469/401**

REVOCATION OF DUMPING DUTIES ON DETERGENT ALKYLATES AND FLUOROCARBONS: The Department of Trade and Industry has been notified by the British High Commission in Canberra that the dumping duties on detergent alkylates (tariff item 38.19) and fluorocarbons (tariff items 29.02 and 38.19) were discontinued on November 8, 1973. Ref. CRE 23536/4

CRE ext. 5318

Colombia

NEW TARIFF: Decree 1484 introduces a new tariff based upon the Brussels nomenclature used by the Andean Group (NABANDINA). Decree 2083 makes some adjustments to the new tariff as the result of printing errors. **EDB ext. 474/476/7312**

PROHIBITED LIST REVOKED: Resolution 037 of the Colombian Foreign Trade Directive Council transfers all the goods on the Prohibited List to the Previous Import Licence List. This means that licences to import these goods will be issued only if similar products are not available in Colombia.

EDB ext. 474/476/7312

GOODS ADDED TO FREE IMPORT LICENCE LIST: Resolution 045 of the Colombian Foreign Trade Directive Council adds the following tariff numbers to the Free Import Licence List:

30.02.02.03	30.05.01.00	40.01.01.00	42.06.00.01	45.04.03.00	50.08.00.01
51.02.04.00	89.04.00.00	90.19.89.01	90.24.01.00	90.24.03.00	90.24.89.01

EDB ext. 474/476/7312

PRIOR IMPORT DEPOSITS: Resolution 60 of the Colombian Monetary Board increases the deposit importers are required to make at the time they apply for an import licence. The rates previously varied from 10 per cent to 21 per cent but now there is a flat rate of 35 per cent, with certain exceptions.

EDB ext. 474/476/7312

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New EC legislation

The legislation listed below has been published in the *Official Journal of the European Communities* as indicated against each item. The *Official Journal* is now published in English and copies should be obtained from HMSO. Information about the items listed, in so far as exports are concerned, is available from Department of Trade and Industry, Export Services and Promotions Division, Export House, 50 Ludgate Hill, London EC4M 7HU (tel. 01-248 5757 ext. 7174/482/408). Other information may be obtained from the reference point given at the end of the item.

COMMON AGRICULTURAL POLICY: The texts of the following Regulations and Decision which affect the various agricultural sectors in the EEC have been published in the *Official Journal of the European Communities*.

General. The *Official Journal* C99, November 20, 1973, contains the text of a modification to notice on import and export licences and advance fixing certificates for agricultural products, published in the *Official Journal* C29, May 12, 1973.

Beef and veal. Regulation (EEC) 3119/73 amending Regulation (EEC) 1896/73 on detailed rules for the application of intervention measures on the market in beef and veal. (*Official Journal* L316, November 17, 1973)

Cereals. Regulation (EEC) 3130/73 establishing the conditions for the application of the system of tendering for export levies in cereals. (*Official Journal* L319, November 20, 1973)

Decision 73/347/EEC concerning Decision 73/292/EEC laying down safeguard measures applicable to certain cereal products of Italian origin exported from the Community. (*Official Journal* L320, November 21, 1973)

Regulation (EEC) 3148/73 amending Regulation (EEC) 2196/71 as regards the period of validity of import licences for cereals and certain processed products. (*Official Journal* L321, November 22, 1973)

Regulation (EEC) 3149/73 amending Regulation (EEC) 133/73 as regards the period of validity of export licences for cereals. (*Official Journal* L321, November 22, 1973)

Pigmeat. Regulation (EEC) 3158/73 amending Regulation Nos. 134/67/EEC and 137/67/EEC on sluice-gate prices and the system of 'pilot products and derived products' for pigmeat. (*Official Journal* L322, November 23, 1973)

Fish and fish products. Regulation (EEC) 3159/73 amending the Annexes to Regulation (EEC) Nos. 2142/70 and 950/68 by reason in particular of the alteration in the tariff classification of certain fisheries products. (*Official Journal* L322, November 23, 1973)

Fruit and vegetables. Regulation (EEC) 3172/73 applying Class III to certain citrus fruits for the 1973/74 marketing year. (*Official Journal* L322, November 23, 1973)

Regulation (EEC) 3173/73 amending Regulation (EEC) 1203/73 fixing the conversion factors to be applied to the buying-in prices for fruit and vegetables. (*Official Journal* L322, November 23, 1973)

Regulation (EEC) 3174/73 fixing, for the 1973/74 marketing year, the minimum purchase price for oranges delivered to industry and the amount of financial compensation for those oranges after processing. (*Official Journal* L322, November 23, 1973)

CUSTOMS REGULATIONS—COMMUNITY TRANSIT: The *Official Journal of the European Communities* C98, November 16, 1973, contains a list of persons authorised to issue flat-rate guarantee vouchers in respect of Community transit matters (Article 32 of Regulation (EEC) 542/69 on Community transit).

COMMUNITY TRANSPORT: The *Official Journal of the European Communities* L316, November 17, 1973, contains the text of Regulation (EEC) 3120/73 extending the period during which the international carriage of goods may be effected by road in trade between Member States.

Further information: Department of the Environment, 2 Marsham Street, London SW1P 3EB (tel. 01-212 3434).

TEMPORARY SUSPENSION OF IMPORT DUTIES: The *Official Journal of the European Communities* L320, November 21, 1973 contains the text of a Corrigendum to Regulation (EEC) 1764/73 temporarily suspending the autonomous Common Customs Tariff duties on certain products which was published in the *Official Journal* L177, June 30, 1973.

RIGHTS OF ESTABLISHMENT AND FREEDOM TO SUPPLY SERVICES: The *Official Journal of the European Communities* L320, November 21, 1973, contains the text of a Corrigendum to Directive 73/183/EEC on the abolition of restrictions on freedom of establishment and freedom to provide services in respect of self-employed activities of banks and other financial institutions which was published in the *Official Journal* L194, July 16, 1973.

RULES OF COMPETITION: The *Official Journal of the European Communities* C98, November 16, 1973, contains communications, pursuant to Article 19 (3) of Regulation No. 17 relating to notifications by the following organisations:

Transocean Marine Paint Association (Reference IV/223). This association has applied on behalf of its members for an extension of the negative clearance granted to it by EEC Commission Decision 67/454 of June 27, 1967 in respect of an agreement relating to the manufacture and sale of marine paint.

Bayerische Motoren Werke AG (BMW) (Reference IV/14.650). This relates to the notification by BMW of their standard form of distributors' contract.

Before reaching a decision the EEC Commission invites any interested third parties to send their comments within one month from November 16, 1973, quoting the reference number, to the following address:

Commission of the European Communities
Directorate-General for Competition
Directorate for Restrictive Practices and Dominant Positions
rue de la Loi 200
B 1040 Brussels.

Further information: Department of Trade and Industry, Fair Trading 2 B, 1 Victoria Street, London SW1H 0ET (tel. 01-222 7877 ext. 5092).

Applications for copies of the *Official Journal of the European Communities* containing the legislation referred to should be made to HMSO and not to the inquiry points given in the notices.

Community Transit: extension to cover Austria and Switzerland

UNDER Agreements concluded between the EEC and Austria and Switzerland, these two countries are due to participate in the Community Transit (CT) system from January 1, 1974. These Agreements do not make Austria and Switzerland members of the EEC: neither do they affect the existing free trade arrangements between these two countries and the United Kingdom for which evidence in

the form described in Customs and Excise Notice 810 is still required. The purpose of the Agreements is to make available the CT system, or the simplified rail system, for goods which cross Austria or Switzerland *en route* from one point in the Community to another, or which travel to Austria or Switzerland from a point in the Community or vice versa.

Main features

From January 1, 1974, goods may be consigned under the CT system or the simplified rail procedure to Offices of Destination in Austria or Switzerland and goods may be consigned under CT from these countries to the Member States, including the United Kingdom.

Austrian or Swiss Customs may in certain circumstances issue Forms T2, T2L, T3 or T3L (or equivalent railway documents) in replacement of similar documents issued in a Member State.

Goods may retain their original T2 or T3 status after being warehoused under certain conditions in Austria or Switzerland.

Goods travelling under the CT system to or across Austria or Switzerland will require guarantee cover for those countries (see following paragraph).

Community Transit guarantees

Exporters whose CT operations involve movements into or across Austria and Switzerland and who use the comprehensive guarantee system should take steps to get a new comprehensive guarantee giving the necessary wider geographical cover. It is expected that normally anyone obtaining a new guarantee will wish to have the existing one cancelled; in this event all the Guarantee Certificates issued against the existing guarantee must be surrendered to the Customs Guarantee Office from which they were received.

Where a movement is carried out under a comprehensive or an individual guarantee which does not cover Austria or Switzerland, its non-validity for those countries must be shown in Box 1 of the T form in the same way as any non-validity for a Member State (see Customs Notice No. 751). The abbreviations to be used for this purpose are 'A' for Austria and 'CH' for Switzerland.

New forms for use by guarantors when providing guarantees covering Austria or Switzerland are being prepared. These will be numbered C 1146 (for comprehensive guarantees) and C 1147 (for individual guarantees). If the new forms are not available, the existing forms C 1144 and C 1145 may be adapted for this purpose; details of the alterations required may be obtained from Customs Guarantee Offices.

Customs and Excise Notice

Further information about the effect of the participation of Austria and Switzerland in the Community Transit system may be found in Customs and Excise Notice 750B, copies of which will be available from CT offices in the UK or from Customs and Excise, King's Beam House, Mark Lane, London EC3R 7HE, during the latter part of December.

Exports to EFTA countries—claims for preferential tariffs

BRITISH exporters should note that claims for preferential tariff treatment for goods exported to the EFTA countries (Austria, Finland, Iceland, Norway, Portugal, Sweden and Switzerland) must be supported by the correct documentation prescribed in the Free Trade Agreements concluded between these countries and the enlarged EEC. *In no circumstances should EFTA forms and declarations be used.*

Details of documentation and procedure are set out in Customs Notice 810 which may be obtained free of charge from any United Kingdom custom house or office of a Collector of Customs and Excise, or from the Secretary, HM Customs and Excise, King's Beam House, Mark Lane, London EC3R 7HE, to whom inquiries should be addressed (tel. 01-626 1515 ext. 2142/2385/2504).

Important Announcement

Longman wish to announce their plans for Alan Campbell's major and authoritative work, **Common Market Law.** (*Volume 3* ISBN: 0 582 50833 9; Price £20.00 net) will be published in December of this year.

The supporting *Supplement 1973* (ISBN 0 582 50824 5; Price £15.00 net) has been delayed through production difficulties and will now appear early in the New Year. *Volume 3* and *Supplement 1973* together update and entirely supersede the previously published supplements.

A further supplement, *Supplement 1974* (ISBN 0 582 50834 7), will be issued later next year. *Volume 1 & 2* combined (ISBN 0 582 50814 2) remain available at £20.00. These have already been provided by the Lord Chancellor's Department for the use of Crown Courts throughout the country.

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The economy: selected indicators

Series expressed as index numbers and seasonally adjusted except where shown otherwise

	Gross domestic product (average estimate)	Consumers expenditure	Fixed capital expenditure			Changes in stocks				Balance of payments		
			Total	of which: Manufacturing industry	of which: Distributive and service industries	Total	of which: Manufacturing industry	of which: Wholesalers	of which: Retailers	Current balance	Visible balance	Invisible balance
	at 1970 prices		at 1970 prices			at 1970 prices				at current prices		
Base of index	1971	1970	1970	1970	1970							
£m in base year		31,404	9,223	2,129	2,087	series in £ million				series in £ million		
1968	95	97	97	87	87	439	269	85	60	−284	−659	375
1969	97	98	98	93	92	416	320	42	13	445	−143	588
1970	99	100	100	100	100	257	175	68	38	692	−9	701
1971	100	103	101	92	101	19	−218	52	21	1,061	285	776
1972	102	109	102	83	111	−412	−498	28	22	83	−685	768
1971 1st qtr	98	100	100	96	97	114	10	14	−22	145	−52	197
2nd qtr	100	102	101	94	102	103	−113	26	7	288	105	183
3rd qtr	101	103	101	92	105	−18	67	9	15	380	172	208
4th qtr	101	105	101	88	102	—	−47	3	21	248	60	188
1972 1st qtr	100	106	103	88	105	−136	−156	15	−9	73	−119	192
2nd qtr	102	108	102	84	110	−104	−145	−12	40	126	−50	176
3rd qtr	102	109	101	81	110	−87	−125	4	−8	−105	−284	179
4th qtr	104	111	102	81	118	−85	−72	22	−1	−11	−232	221
1973 1st qtr	108	114	109	87	123	248	168	18	52	−183	−363	180
2nd qtr	107	112	102	85	106	194	85	−14	152	−198 p	−396 p	198 p
% change latest 2 quarters:												
on prev. 2 quarters	+3.7	+2.7	+4.0	+6.8	+1.3							
on a year earlier	+5.9	+5.6	+3.3	+0.8	+7.4							

	Index of Industrial production		Personal expenditure		Prices and costs					Labour			Trade§	
	Total all industries	Total manufacturing industries	Retail sales	Cars: new registrations	Index of retail prices		Index of wholesale prices: all manufacturing industry		Basic hourly wage rates of manual workers (all industries and services)‡	Unemployed excluding school leavers and adult students		Unfilled vacancies for adults	Exports	Imports
				monthly averages	Index‡	% increase on a year earlier	basic materials and fuel used‡	manufactured products: home sales‡		mid-month count	% of total employees	mid-month count	at current prices	
Base of index	1970	1970	1971		Jan 16 1962		1970	1970	July 31, 1972				1963	1963
£m in base year			15,895	thousands						thousands		thousands	4,282	4,362
1969	99.9	99.6	97.3	82.3	131.8	5.4	95.0	93.4	71.2	531	2.3	200	165	165
1970	100.0	100.0	99.0	91.4	140.2	6.4	100.0	100.0	78.5	568	2.5	186	184	181
1971	100.5	99.7	100.0	108.5	153.4	9.4	104.6	109.0	88.9	737	3.2	129	205	195
1972	102.2	101.6	105.8	138.6	164.3	7.1	109.2	114.8	101.4	816	3.6	145	213	225
1971 3rd qtr	100.6	99.4	100.5	116	155.3	10.1	105.6	110.3	89.6	772	3.4	119	214	194
4th qtr	100.4	99.0	102.1	132	157.3	9.2	104.8	110.8	92.7	832	3.7	118	210	200
1972 1st qtr	98.0	98.4	102.1	124	159.7	8.0	105.6	112.1	95.9	870	3.8	124	204	211
2nd qtr	102.7	101.3	104.6	147	162.7	6.2	106.1	113.5	98.1	835	3.7	135	216	216
3rd qtr	102.4	101.6	107.2	139	165.4	6.5	109.4	115.6	102.2	809	3.6	146	192	215
4th qtr	105.7	105.3	109.5	144	169.4	7.7	115.6	118.0	107.8	754	3.3	176	242	253
1973 1st qtr	109.8	109.8	112.0	150	172.4	8.0	126.0	119.5	108.8	665	2.9	229	246	275
2nd qtr	110.3	110.4	108.2	134	177.9	9.3	133.4	120.1*	112.6	602	2.6	292	263	294
3rd qtr	111.4	112.2	110.7	141	180.2	9.2	149.9 p	124.0 p	118.4	563	2.5	332	285	329
1973 Jan	107.9	106.9	109.4	147	171.3	7.7	122.7	119.0	108.4	703	3.1	201	243	261
Feb	110.3	110.7	111.8	153	172.4	7.9	126.0	119.6	108.9	660	2.9	238	252	269
Mar	111.2	111.8	114.2	149	173.4	8.2	129.4	120.0	109.5	630	2.8	254	243	295
Apr	109.7	109.5	107.1	137	176.7	9.2	130.5	118.8*	112.3	617	2.7	275	267	274
May	110.1	109.4	106.7	132	178.0	9.5	132.4	120.1	113.2	599	2.6	296	252	306
June	111.0	112.2	110.3	133	178.9	9.3	137.2	121.3	115.6	590	2.6	307	271	303
July	111.3	111.7	110.8	145	179.7	9.4	145.1	122.7	115.9	578	2.5	325	275	314
Aug	111.1	111.2	111.0	151	180.2	8.9	152.4	124.1	119.5	565	2.5	327	284	332
Sept	111.9	112.8	110.4	127	181.8	9.3	153.8 p	126.0 p	120.0	545	2.4	345	298	341
Oct			111.9	125	185.4	9.9	160.3 p	128.1 p	120.3	515	2.3	362	282 p	359 p
Nov										490 p	2.2	366 p		
% change latest 3 months:														
on prev. 3 months	+1.1	+1.6	+1.6	−1.7	+2.0		+12.4	+3.3	+4.4	−10.6		+11.9	+8.3	+10.6
on a year earlier	+8.9	+10.4	+3.4	−6.5	+9.3		+37.1	+8.7	+13.2	−34.0		+119.0	+39.8	+46.2

(‡) Not seasonally adjusted. (§) On a balance of payments basis. * After April, affected by changes due to VAT

Nationality of vessels in the seaborne trade of the United Kingdom in 1972

SEABORNE trade to and from the United Kingdom, measured in ton-miles, fell marginally in 1972 following five years of considerable growth. This was the first fall recorded since the present statistical series began in 1965, and reflected a change in the pattern of trade—a reduction in the traditional trade with Australasia, Africa and the Indian Ocean and an increase in trade with European countries, particularly those in the EEC. In terms of weight alone, there was a small increase.

SYMBOLS USED IN ALL STATISTICAL TABLES

.. not available	r revised
— nil or less than half the final digit shown	* five week period
p provisional	ø fifty-three week period

TABLE 1. TOTAL UNITED KINGDOM TRADE BY SEA

Thousand million ton-miles

	1965	1966	1967	1968	1969	1970	1971	1972
All cargo	647	650	791	930	1,080	1,156	1,276	1,264
Tanker cargo	363	386	507	628	771	831	924	923
Dry cargo								
Total	284	264	284	302	309	325	352	341
Bulk	130	115	119	118				
				125*	132	149	172	163
Other	153	149	165	184				
				177*	177	176	180	178

TABLE 2. CARGO CARRIED BY UNITED KINGDOM REGISTERED SHIPS IN UNITED KINGDOM TRADE

Thousand million ton-miles

	1965	1966	1967	1968	1969	1970	1971	1972
All cargo	304	259	305	315	396	426	463	417
Tanker cargo	132	110	148	141	224	260	280	256
Dry cargo								
Total	172	150	157	174	172	166	182	161
Bulk	66	53	57	59				
				59*	62	61	82	73
Other	106	97	100	115				
				115*	110	105	100	88

TABLE 3. SHARE OF UNITED KINGDOM TRADE CARRIED BY UNITED KINGDOM REGISTERED SHIPS

Percentage of ton-miles

	1965	1966	1967	1968	1969	1970	1971	1972
All cargo	47	40	39	33	37	37	36	33
Tanker cargo	36	28	29	22	29	31	30	28
Dry cargo								
Total	61	57	55	58	55	51	52	47
Bulk	50	46	48	50				
				48*	46	41	48	45
Other	69	65	61	63				
				65*	62	60	55	50

* Classification of bulk dry cargo commodities revised in 1968.

There was an appreciable fall in the proportion of all types of cargo carried by United Kingdom vessels in 1972. The fall was general, but was most marked for other dry cargo, both imports and exports. Table 3 shows the UK flag shares, in terms of ton-miles, for each of the eight years of the series. Over the period the UK fleet's share decreased substantially, partly because of the falling share of other dry cargoes and partly because of the increasing importance of tanker cargoes, of which a relatively low share is carried by UK ships. However, in absolute terms as shown in Table 2 the contribution of the UK fleet increased by about two-fifths and that of the UK tanker fleet almost doubled. Over this period there were slightly higher corresponding increases in the size of the fleet measured in terms of deadweight tonnage. A large part of the UK-owned tanker fleet is, however, normally employed in cross-trades, as well as the substantial tonnage of ships chartered from abroad. In addition, in 1972, more vessels in the expanding container fleet were employed partly in cross-trades.

Tanker imports account for a very important part of UK seaborne trade and have been particularly important since the closing of the Suez Canal in 1967, entailing much longer journeys via the Cape for shipments from the Persian Gulf. In 1965 they accounted for more than one-half of ton-miles in UK trades; in 1971 and 1972 for almost three-quarters. (The corresponding proportions by weight of cargo were less than and around one-half respectively.) Shipments from the North and West African oilfields, with their shorter voyages, doubled over the period, but there have been fluctuations in supplies from these areas because of the war in Nigeria at the end of the 1960s and as a result of a cutback in supplies from Libya in recent years.

Dry cargoes are almost evenly divided between bulk and other dry cargoes in terms of both ton-miles and weight, but not in terms of value, where, of course, bulk cargoes are of much less importance. Imports of both types of cargo are greater than exports though the imbalance is more pronounced for bulk cargoes (Table 4).

TABLE 4. CARGO CARRIED BY SHIPS OF ALL FLAGS IN UNITED KINGDOM TRADE, 1972

	Weight (million tons)			Ton-miles (thousand million)			Value (£ million)		
	All trades	Imports	Exports	All trades	Imports	Exports	All trades	Imports	Exports
All cargo	253	203	50	1,264	1,163	101	16,585	9,063	7,522
Tanker cargo	144	126	19	923	907	16	1,375	1,173	203
Dry cargo									
Total	108	77	31	341	257	84	15,210	7,890	7,319
Bulk	55	46	9	163	154	9	1,194	1,135	60
Other	53	31	22	178	103	75	14,015	6,756	7,259

TABLE 5. PROPORTION OF UNITED KINGDOM TRADE CARRIED BY UNITED KINGDOM REGISTERED SHIPS IN 1971 AND 1972

	Weight		Ton-miles		Value	
	1971	1972	1971	1972	1971	1972
ALL TRADES						
All cargo	34	33	36	33	46	46
Tanker cargo	29	28	30	28	30	29
Dry cargo						
Total	42	40	52	47	48	48
Bulk	44	42	48	45	30	30
Other dry	39	38	55	50	50	49
IMPORTS						
All cargo	32	31	35	32	42	42
Tanker cargo	27	26	30	28	27	27
Dry cargo						
Total	42	39	51	47	45	45
Bulk	44	40	49	45	31	30
Other dry	38	36	54	48	47	47
EXPORTS						
All cargo	44	40	54	48	51	50
Tanker cargo	48	37	47	38	48	40
Dry cargo						
Total	42	42	55	50	51	51
Bulk	41	48	31	35	23	21
Other dry	42	40	58	51	52	51

TANKER CARGO

Imports

Tanker imports accounted for about half the weight, almost three-quarters of the ton-miles, but less than one-fourteenth of the value of all UK seaborne imports and exports in 1972 as shown in Table 4. In all cases these were slightly lower proportions than in 1971. The UK fleet carries a lower proportion of tanker than of other cargoes and imports carried by UK tankers, which fell slightly in 1972, did not account for such large proportions of the totals for

(*continued on next page*)

SEABORNE TRADE
continued

the UK fleet. Nevertheless, tanker imports accounted in 1972 for about three-fifths of the ton-mileage recorded by UK ships of all kinds.

The UK share of tanker imports in terms of ton-miles fell, from 30 per cent in 1971 to 28 per cent in 1972 (see Table 5). The share also fell, slightly, by weight but it remained about the same by value. There was a further drop in the UK share of the important Persian Gulf trade but a considerable increase in that of the rapidly expanding Nigerian trade and in the continental trade, consisting mainly of petroleum products. The UK shares of the carriage of oil imports from Libya, Iraq and Venezuela remained relatively low, between 10 and 20 per cent. The additional movements by UK tankers of crude oil from Nigeria and Iran, and products from Europe, particularly the Netherlands, were more than offset by the substantial fall in movements from Libya, Saudi Arabia and Iraq. The ton-miles performed overall were slightly lower in 1972 than in 1971 following four years of rapid increases after the closing of the Suez Canal.

Although movements of tanker cargo in the UK import trade fell slightly, they are estimated to have increased by about 13 per cent world-wide. Movements by UK tankers in all UK trade fell by one-twelfth. The UK tanker fleet showed only a moderate increase in 1972 following four years of rapid expansion. The world fleet of tankers, on the other hand, continued to grow rapidly. Additionally, about 80 per cent of world combination carrier (ore/oil and ore/bulk/oil) tonnage was employed in oil during the year.

Exports

The UK share of the relatively minor export trade fell considerably in 1972 following four years of stable shares of almost 50 per cent. Total trade was up slightly, but the change in pattern evident in 1971 continued with nearer countries, mainly the Irish Republic, becoming more important. The proportion of cargo carried by UK ships to these countries was less than average.

BULK DRY CARGOES

Imports

There was only a further small increase in the weight of dry bulk cargoes imported in 1972, but the ton-mileage was reduced offsetting part of the substantial increase of the previous year. At the same time the UK share fell back after the considerable increase of the previous year. However, it remained slightly higher than in 1970, when the UK share was at its lowest since the current series began in 1965. This latest fall occurred despite record additions to the UK bulk carrier fleet during 1972, when it increased by about 50 per cent in terms of deadweight tonnage. Combination carriers accounted for most of this growth, however, and, as indicated above, on average about 80 per cent of this tonnage was employed in carrying oil. Furthermore, most of the ships were delivered towards the end of the year. Again in 1972 a large part of the tramp and bulk carrier fleet was chartered out to foreign operators and was therefore more likely to be employed in cross-trades than in UK trades.

Just as the regaining of a large share in carrying iron ore and the equally large share of vastly increased coal imports increased the share of UK ships in 1971, so the fall in the share of these trades, almost to 1970 levels, caused the deterioration in 1972. The fall in shares of North American and Brazilian trades primarily accounted for this though there was a considerable increase in the UK share of expanding iron ore imports from Sweden. Because of the rise in coal imports, these two commodities together accounted for a slightly greater proportion of the weight of bulk imports in 1972 compared to 1971, fractionally under a half. There was an appreciable and partially offsetting gain in share of grain imports, particularly from North America.

There was a further change in the pattern of imports in 1972, reversing some of the changes that occurred in 1971. The deep-sea trades, where the UK share was greater but falling, were less prominent. Nearly the same quantity of iron ore was imported in 1972 as in 1971 but far more came from Sweden and less from Canada; these two countries together accounted for more than two-fifths of iron ore imports. The additional quantities of coal came mainly from Europe, particularly Poland (where the UK share was nearly three-fifths), some also came from the USA, while imports from Australia were reduced by a third. There was also a reduction, by more than one-half, of grain imports from Australia and the Argentine Republic only partly compensated by additional shipments from Europe and South Africa. These factors caused a reduction in the ton-mileage of bulk cargoes both within the deep-sea trades and overall, and also a shortening of the average length of haul.

Of the other dry bulk cargoes there were appreciable increases by weight in the imports of raw sugar, feeding stuffs for animals, pulp and waste paper, plywood and newsprint offset by reductions to scrap, bauxite and manganese ore imports.

Exports

There were small reductions between 1971 and 1972 in the weight, ton-mileage and value of bulk cargoes exported, but there was a recovery in the UK share, except by value where it fell slightly. Both the quantity and UK flag share of sand, gravel and ballast exports increased to almost 1970 levels following the falls in 1971. The reverse was true for coal exports, however, with the UK share continuing to decline. These two commodities together accounted for four-fifths of dry bulk exports by weight and were almost wholly shipped to European countries, particularly the EEC.

OTHER DRY CARGOES

Imports

There was a substantial fall in the proportion of dry cargoes other than in bulk (mostly carried in liners) moved by UK ships in 1972 in terms of ton-miles, combining the downward trend evident since the series began in 1965. The reduction in share was less in terms of weight of cargo and the share in terms of value was maintained at the 1971 level. Total weight increased appreciably, more than in any other single year previously recorded, and almost the whole of the increase was accounted for by the near and short-sea trades, particularly the North-West European countries of the EEC and Scandinavia. Consequently the ton-mileage showed a relatively smaller rise and this also accounted for the fall in share since the UK fleet has regularly carried a far greater proportion of trade on the deep-sea routes than on the near and short-sea routes.

Over the years the UK share of other dry-cargo imports from the nearer countries has been growing steadily, while falling rapidly in the trades with the more distant countries in general but particularly Australia and the Far East. Thus changes in the pattern of UK seaborne trade as well as the UK flag share of individual trades are affecting the overall share, more so in terms of ton-miles than of weight and value. These changes have also caused a reduction to the average length of haul, especially for UK ships.

Imports of iron and steel were again a prominent factor in the change of pattern, increases from European countries outweighing increases from Japan and North America. Additional quantities of manufactured goods imported such as machinery, transport equipment, paper and paperboard, wood and non-metallic mineral manufactures also came mainly from European countries.

The share of UK shipping was markedly reduced in every deep-sea trade except from North America, where the improvement in 1972 more than made up the fall in 1971. The biggest and most important fall in share was in trade from the Far East, especially Malaysia and Japan. The total weight of imports from Japan showed a further substantial rise—they have increased by 2½ times in two years—but UK ships carried about the same quantity as in 1971 and only slightly more than in 1970.

Exports

There was a reduction in the proportion of exports of dry cargoes other than in bulk carried by UK ships in terms of weight, ton-miles and value. While the weight of cargo exported was about the same as in 1971 the ton-mileage was reduced, reflecting the greater importance of near- and short-sea trades. This change in pattern also accounted in part for the fall in share since the UK share of deep-sea trades has been more than twice that of short-sea trades. In addition, however, there was a considerable decrease in the proportion of deep-sea exports carried by UK ships, mainly in the Australasian and Far East trades—as for imports—but also in the South and East African, Persian Gulf and Indian Ocean trades as well as the expanding Central and South American trades. Again,

as for imports, the only improvement in share was in the North American trade, though it still remained below the level for 1970 and earlier years. On the short-sea routes there were small increases in the share of exports to the Irish Republic and the EEC, particularly France and Italy. The reduction in exports on deep-sea routes was less than the increase in exports to the EEC.

TRADE CARRIED BY PRINCIPAL FLAGS

TABLE 6. IMPORTANCE IN UNITED KINGDOM TRADE OF INDIVIDUAL FLAGS, 1972

Country of flag	All cargo		Dry cargo		Tanker cargo	
	Weight	Value	Weight	Value	Weight	Value
Imports						
UK	30.9	42.3	38.7	44.7	26.1	26.6
Liberia	20.4	4.9	7.5	1.5	28.3	27.4
Norway	12.0	6.4	9.2	5.1	13.7	13.6
Germany (Federal Republic)	5.8	13.0	12.6	14.7	1.6	1.8
Greece	5.0	1.9	3.4	1.3	6.0	5.9
Netherlands	4.7	6.2	6.6	6.6	3.4	4.1
All other flags	21.2	25.5	22.0	26.1	20.9	20.6
Exports						
UK	40.4	50.5	42.3	50.8	37.4	39.7
Germany (Federal Republic)	10.4	13.1	15.8	13.4	1.4	3.0
Norway	8.3	3.5	6.0	3.2	12.2	13.7
Netherlands	7.2	6.4	9.2	6.5	3.9	4.1
Liberia	6.4	0.9	2.0	0.7	13.6	10.9
Greece	3.7	1.3	1.9	1.2	6.6	6.1
All other flags	23.6	24.3	22.8	24.2	24.9	22.5

The proportions by weight and value of UK seaborne imports and exports carried by the five most important foreign flags are shown in Table 6. These, along with the UK flag, accounted for about three-quarters of the respective trades. The most important five for imports are the same as in 1971, though Greek flag vessels now carry more of our trade by weight than Dutch flag vessels. For exports Greece has displaced Denmark in the list. Only the Liberian flag carried a larger proportion of tanker imports in 1972 than in 1971, and this latest increase has meant that for the first time a foreign flag carried a greater proportion of UK trade either tanker or dry cargo, imports or exports, than UK vessels. The Liberian, Norwegian and West German flags improved their share of dry cargo imports appreciably, the first two in the bulk trades, the latter in both bulk and other dry cargo trades.

In tanker export trades Liberian vessels again increased their share as did Greek registered vessels; in the dry cargo trades West German and Dutch vessels carried a reduced proportion while Norwegian and Liberian vessels carried a slightly higher proportion.

Apart from the increasing proportion of UK trade carried by foreign ships, there is also a trend in the dry-cargo trades for the cargo carried to be shared among more flags, although generally over a third of this part of UK trade is carried by no more than five foreign flags. In contrast, in the tanker trades there has been increasing concentration, particularly in the case of imports. In 1965 the five principal foreign flags in this trade—Norway, Liberia, Netherlands, Italy and Sweden—carried 45 per cent of UK tanker imports by weight. In 1972 vessels registered in Liberia, Norway, Greece, France and the Netherlands carried 55 per cent of tanker imports.

BUSINESS MONITOR

A full analysis of the seaborne trade of the UK appears in the form of an annual Business Monitor, M8, in the miscellaneous series entitled 'Nationality of vessels in seaborne trade', published for the first time in November 1972; it gives detailed country and flag tables; average lengths of haul and individual commodity tables, and can be obtained from: Her Majesty's Stationery Office, PO Box 569, London SE1 9NH (price: 37½p, including postage).

Exceptionally copies can be purchased over the counter at either the Department of Trade and Industry Central Library, 1 Victoria Street, London SW1H 0ET, or at the Department's Statistics and Market Intelligence Library, Export House, 50 Ludgate Hill, London EC4M 7MU.

NOTES

A full list of notes and definitions can be found in the Business Monitor.

Any measure of the share of UK ships is not the same as a measure of the UK shipping industry since the latter would include the contribution of foreign ships chartered by UK shipping companies and exclude UK ships chartered to foreigners (the former being the more important). A measure of the importance of foreign ships chartered-in and UK ships chartered-out by the UK sea transport industry can be obtained from the official balance of payments statistics. Annual detailed figures can be found in Table 13 and Annex 6, Table 55 of the 'United Kingdom Balance of Payments 1973' (the 'Pink' book), published by HMSO (price 90p net).

Short and near sea routes comprise those to European countries and to other countries bordering the Mediterranean. Other routes are classed as deep sea routes. A full list of countries comprising the areas identified is shown in Tables 4 and 5 of the Business Monitor.

A full list of the issues of the *Board of Trade Journal* and *Trade and Industry* containing previous annual analyses is given in the Business Monitor referred to above. The most recent article commenting on the 1971 figures appeared in the issue of *Trade and Industry* dated November 2, 1972.

Apart from the data contained in the Business Monitor, more detailed information about individual commodities and countries may be obtained, when circumstances permit, from: The Controller, Statistical Office, HM Customs and Excise, Portcullis House, 27 Victoria Avenue, Southend-on-Sea, Essex SS2 6AL, on payment of a fee to cover the cost of preparing the information.

Analyses of UK trade by port can be found in the National Ports Council's annual publication *Digest of Port Statistics*.

Overseas Trade Statistics of the UK: format changes

THE completion of the change-over to the European Communities Tariff (Common Customs Tariff) nomenclature which takes place on January 1, 1974, will result in a substantial increase in the number of trade descriptions in the United Kingdom Tariff and Overseas Trade Classification to over 11,000. This has necessitated a review of the detail appearing in the monthly publication *Overseas Trade Statistics of the United Kingdom*, particularly in relation to the selection of the detailed trade descriptions in Tables IV and VII.

In order to keep the size of the volume to reasonable proportions the trade descriptions included in Tables IV and VII have hitherto been limited to those for which trade is estimated to be £100,000 a year or over. Moreover, the text of the trade descriptions has been restricted, sometimes severely, to a maximum of two lines. The increase in the number of trade descriptions will render it extremely difficult in 1974 to make estimates of annual trade levels and, in any event, this method of selection is not entirely satisfactory in all respects.

It has therefore been decided for 1974 to supply figures in Tables IV and VII for every trade description—except where publication is ruled out on disclosure grounds—but against the 8 digit code numbers only with no actual text. Elimination of the text will make space available for the increased number of trade descriptions without unduly increasing the size of the volume. The full text of each trade description will continue to be shown in the *Guide to the Classification for Overseas Trade Statistics* (in the order of the Standard International Trade Classification) and in the Customs and Excise Tariff (in Brussels Tariff Nomenclature order).

Further modifications will also be made as follows:

i. additional quantity information will be provided, including details of weight throughout Tables III, IV, VI, VII and VIII;

ii. additional figures for 'other countries' will be introduced at the end of every list of specified countries in Tables III and VI;

iii. the provision of Commonwealth and EFTA area figures in Tables III and VI will be discontinued (although data will still be available), but figures for the EEC will be shown at 3, 4 and 5 digit levels of the Standard International Trade Classification.

Copies of the 1974 editions of the *Guide to the Classification of Overseas Trade Statistics* (in preparation) and *HM Customs and Excise Tariff and Overseas Trade Classification* (price £5.50 net) may be purchased from HM Stationery Office.

United Kingdom trade in the third quarter of 1973

Provisional figures for the current account of the United Kingdom balance of payments in September containing information on imports and exports were issued on October 11 and an article appeared in *Trade and Industry* dated October 18.

Introduction

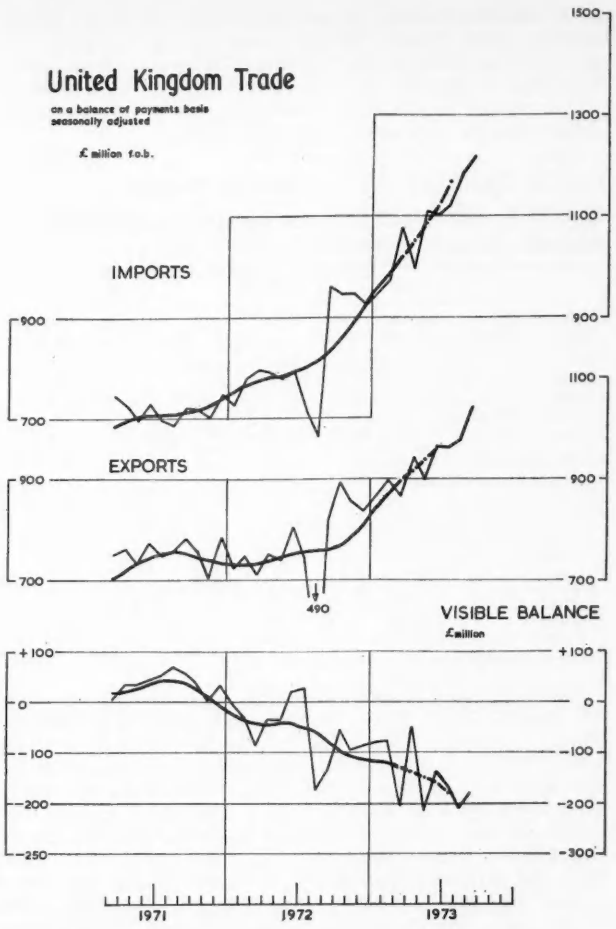
THIS article comments on the movements in the external trade of the United Kingdom in the third quarter of 1973 and highlights the more significant features of the commodity and area flows of trade. More detailed information is contained in the tables and charts.

Visible balance

In the third quarter of the year, the balance on visible trade was in deficit at a monthly rate of £183 million, offset to some extent by net invisible earnings amounting to £65 million a month. In the second quarter of this year the trade deficit averaged £137 million a month and the deterioration in the third quarter was accounted for by a worsening in the terms of trade. Between these quarters the unit value index for imports rose by 10 per cent and the index for exports by 3 per cent; the volume indices of exports and imports rose at about the same rate.

In the third quarter there was a continuation of the trends which began to emerge in the second half of last year. Exports continued to expand, the volume of goods sent abroad being 3 per cent above the level in the previous quarter and 16 per cent above the average in the second half of 1972. At the same time the volume of imports has also grown, reflecting the resurgence of the UK economy; in the third quarter they were 3 per cent above their second quarter level and 12 per cent above the average in the second half of 1972. Despite the faster growth in the volume of exports than imports since the second half of last year there has been a steady deterioration in the visible trade balance because of the large rise in import prices. In the third quarter the import unit value index was 28 per cent higher than in the second half of 1972 while the export unit value index increased by only 11 per cent.

The two main factors at work in the worsening of the terms of trade have been the rise in many world commodity prices and the depreciation of sterling. Between September 1973 and September 1972, for example, the price of wool rose by 87 per cent in sterling terms and cotton by 171 per cent. In metals, the price of copper



went up by 84 per cent, lead by 48 per cent and tin by 35 per cent and zinc by 43 per cent. Among foodstuffs, the price of beef increased by 43 per cent, wheat by 73 per cent and cocoa by 113 per cent. The other factor in the deterioration of the terms of trade index has been the continued depreciation of sterling. In the third quarter of this year, the effective depreciation of sterling against the average of the other major currencies was 18 per cent compared with 11 per cent in the first half of the year. The competitiveness of UK exports has been improved and, although it takes some time for the full effect to appear, the improved export competitiveness resulting from the earlier depreciation of the £ probably explains

TABLE 1. VISIBLE TRADE

Seasonally adjusted values § — £ million per month

	Exports				Imports				
	Overseas Trade Statistics basis fob	Coverage adjustments	Net allowance for factors affecting recording***	Balance of payments basis fob	Overseas Trade Statistics basis cif	Freight insurance and other valuation adjustments	Coverage adjustments‡	Balance of payments basis fob	Visible balance
1971	765	−41	+ 9	733	818	− 83	−26	709	+ 24
1972	812	−51	—	761	930	− 87	−24	818	− 57
1971 1st quarter	685	−30	+14	669	792	− 85	−21	686	− 17
2nd quarter	779	−41	+15	753	820	− 84	−18	718	+ 35
3rd quarter	798	−46	+10	762	816	− 82	−30	705	+ 57
4th quarter	799	−46	− 5	748	844	− 81	−35	728	+ 20
1972 1st quarter	775	−48	—	728	879	− 82	−30	767	− 39
2nd quarter	818	−49	—	769	892	− 87	−19	786	− 17
3rd quarter	735	−49	—	686	890	− 83	−27	781	− 95
4th quarter	921	−59	—	862	1,057	− 95	−23	939	− 77
1973 1st quarter	945	−68	—	878	1,134	−102	−33	999	−121
2nd quarter	1,010	−73	—	937	1,236	−110	−52	1,074	−137
3rd quarter	1,085	−89	—	996	1,370	−118	−73	1,179	−183

§ Components and totals are rounded independently.
*** See note 1 (d).
‡ Including adjustments for arrivals of and payments for United States military aircraft, etc. up to the end of 1972.

in part the increase in the volume of exports that has occurred this year, since it has enabled exporters to take advantage of the rapid expansion in the volume of world trade.

Exports

The value of exports in the third quarter of 1973 averaged £996 million per month, seasonally adjusted on a balance of payments basis, 6 per cent higher than the monthly average of £937 million in the second quarter. About one-half of this increase was due to increased volume and one-half reflected higher export prices. There was a marked increase of 10 per cent in exports to Western Europe but a fall of 4 per cent in deliveries to North America. Exports of manufactured goods rose by 5 per cent in the quarter while the value of exports of non-manufactures was 14 per cent higher.

The rise in exports in the third quarter mainly reflects two factors. Firstly, the volume of world trade has been growing very strongly this year. In the first half-year it is estimated that the volume of world trade was 16-18 per cent higher at an annual rate than in the second half of 1972. Secondly, the depreciation of around 17 per cent in the effective exchange rate for sterling between its float in mid-1972 and the third quarter of this year has improved the competitive position of our exports. Given the lag that exists between a change in price and the volume response of exports, the full effects of the more recent depreciations will not yet have worked through and there is still some benefit to come.

Area pattern of exports

The rate of growth of exports to Western Europe accelerated slightly in the third quarter; deliveries were 10 per cent higher in value terms than in the second quarter, which itself had shown an improvement of 8 per cent on the previous quarter. Between the two quarters exports to the EEC increased by 11 per cent, a rise which was distributed among most member countries; the exceptions were shipments to the Netherlands and the Irish Republic, which rose only moderately by 5 and 4 per cent, respectively. For the Netherlands this represented a sharp levelling off after the sharp rise in the first half-year; increased deliveries of fuels and metals were offset by lower shipments of food and machinery and transport equipment. The slow expansion of exports to the Irish Republic between the two quarters is a continuation of the deceleration which has occurred since the end of last year.

Exports to Western Germany grew by 10 per cent in the third

(*continued on next page*)

TABLE 2. CHANGES IN VALUE, VOLUME AND UNIT VALUES OF EXPORTS AND IMPORTS ON BALANCE OF PAYMENTS BASIS

Seasonally adjusted except Unit Values — monthly averages

	Exports fob			Imports fob			Terms of trade **
	Value	Volume Index	Unit Value Index	Value	Volume Index	Unit Value Index	
	£m.	1970 = 100		£m.	1970 = 100		1970 = 100
1971	733	107	106	709	104	104	101
1972	761	107	111	818	117	109	102
1971 1st quarter	669	98	104	686	104	102	103
2nd quarter	753	109	105	718	105	105	101
3rd quarter	762	114	108	705	103	106	102
4th quarter	748	106	109	728	106	105	104
1972 1st quarter	728	105	110	767	112	107	103
2nd quarter	769	110	111	786	115	107	104
3rd quarter	686	95	114	781	111	111	103
4th quarter	862	118	115	939	129	116	99
1973 1st quarter	878	117	119	999	131	123	97
2nd quarter	937	120	123	1,074	130	132	93
3rd quarter p	996	124	127	1,179	134	145	88

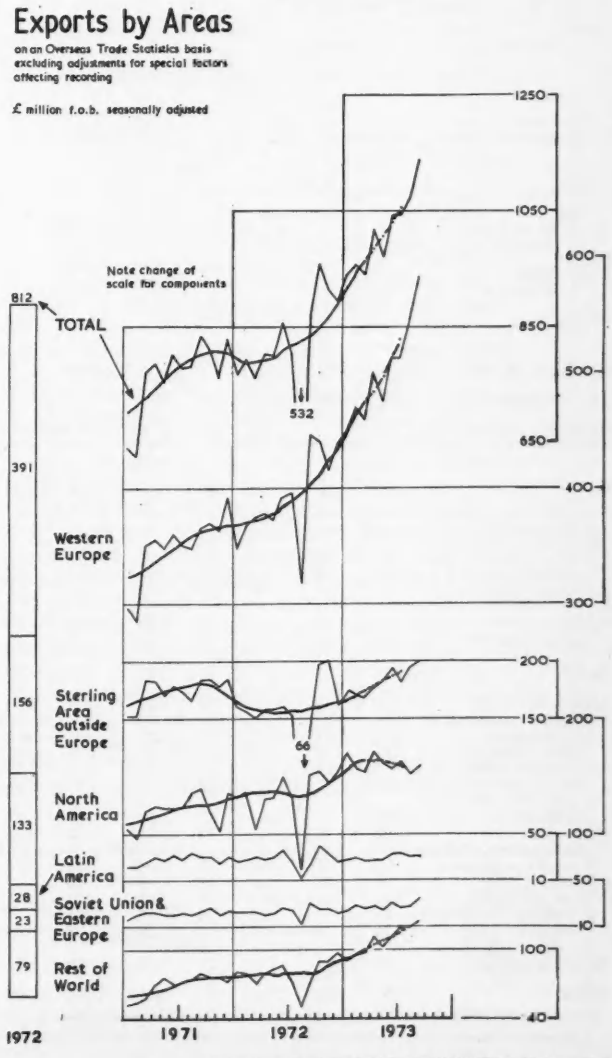
** Export Unit Value Index as percentage of the Import Unit Value Index.
p Provisional estimates.

TABLE 3. EXPORTS: AREAS¶ (Overseas trade statistics basis)

Seasonally adjusted values — £ million fob per month

	1972				1973		
	Year	2nd qtr.	3rd qtr.	4th qtr.	1st qtr.	2nd qtr.	3rd qtr.
STERLING AREA outside Europe	156	159	121	187	170	184	191
Australia	26	28	21	31	33	33	34
New Zealand	12	11	8	18	13	12	14
Republic of South Africa	26	27	20	30	28	32	31
WESTERN EUROPE*	391	381	387	431	460	495	547
EEC*	245	239	241	269	293	319	355
Western Germany	49	47	47	54	58	62	68
Netherlands	38	38	38	39	44	50	52
Belgium and Luxembourg	33	33	35	35	42	49	57
France	43	40	44	48	49	54	61
Italy	24	22	23	26	29	30	34
Irish Republic	39	39	34	43	48	51	53
Denmark	20	18	19	23	24	23	30
EFTA*	112	108	113	124	132	136	149
Norway	16	14	17	16	18	18	20
Sweden	34	33	30	39	39	40	46
Switzerland	31	28	35	35	36	41	44
Other	33	34	30	38	41	43	43
NORTH AMERICA	133	137	117	151	161	163	157
USA and Dependencies	102	105	91	116	126	128	124
Canada	32	33	26	35	35	35	34
LATIN AMERICA	28	31	21	33	29	29	31
SOVIET UNION AND EASTERN EUROPE	23	23	22	24	26	27	29
REST OF WORLD	79	83	65	93	95	108	122
Japan	14	15	12	17	19	22	23
TOTAL	812	818	735	921	945	1,010	1,085

¶ See note 1(b). * See note 1 (f).



Exports by Commodity

on an Overseas Trade Statistics basis excluding adjustments for special factors affecting recording

£ million f.o.b. seasonally adjusted

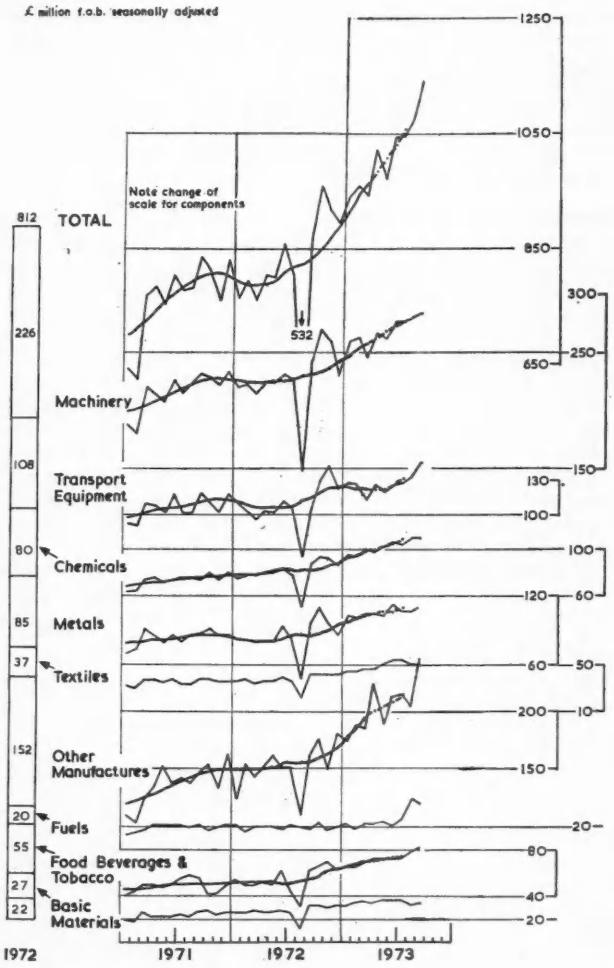


TABLE 4. EXPORTS: COMMODITY CLASSES¶ (Overseas trade statistics basis)

Seasonally adjusted values — £ million fob per month

	1972				1973		
	Year	2nd qtr.	3rd qtr.	4th qtr.	1st qtr.	2nd qtr.	3rd qtr.
FOOD, BEVERAGES AND TOBACCO	55	55	46	67	68	72	77
Food and live animals	29	28	27	35	37	42	47
Beverages and tobacco	26	26	19	32	31	30	30
BASIC MATERIALS	27	26	23	31	34	36	34
Crude materials	26	26	23	30	33	35	33
FUELS	20	20	20	21	21	22	37
MANUFACTURES	688	691	619	786	801	857	903
Machinery and transport equipment	335	334	297	384	377	393	416
Non-electric machinery	171	172	155	191	193	203	210
Electric machinery	55	54	50	64	63	66	70
Road motor vehicles	76	78	61	94	88	90	92
Other transport equipment	32	27	32	37	33	33	43
Chemicals	80	82	71	91	96	102	107
Metals and miscellaneous metal manufactures	85	85	75	97	102	106	107
Textiles	37	38	33	42	45	50	51
Other	152	156	141	169	182	208	221
Clothing and footwear	15	15	14	15	16	18	18
Instruments	23	23	21	26	26	28	30
MISCELLANEOUS	22	24	21	22	22	25	27
TOTAL	812	818	735	912	945	1,010	1,085

¶ See note 1(b).

quarter, rather faster than in the second, and reflected increased shipments of food, chemicals and transport. There were lower deliveries of food, machinery and transport to the Belgium/Luxembourg market in the third quarter, but exceptional consignments of precious stones contributed to a sharp rise of 17 per cent in total exports. Exports to France rose by 13 per cent, with higher deliveries of food offsetting a lower level of machinery and transport. Deliveries to Denmark recovered strongly in the third quarter with a 32 per cent rise over the second quarter, which had fallen back. In Italy, also, our exports grew strongly with a 16 per cent increase between the quarters, following a small improvement of 4 per cent in the second quarter.

Exports to the EFTA countries rose strongly by 10 per cent between the second and third quarters. Within this area there were notable increases in our export trade with Norway (12 per cent) and Sweden (13 per cent). To Sweden there were greatly increased deliveries of fuels in the third quarter and a marked reduction in shipments of machinery and transport equipment. To the remaining countries of Western Europe in aggregate (other than EEC and EFTA countries) exports were only 1 per cent higher.

Exports to the Sterling Area outside Europe showed only a moderate rise of 4 per cent in the third quarter, following the recovery in the second quarter when they were 8 per cent higher than in the first three months of this year. Shipments to the developed countries in aggregate remained flat and those to the developing sterling area increased by 7 per cent. Within the developed countries exports to South Africa continued to be erratic with deliveries in the third quarter falling by 2 per cent from the high level in the previous quarter. Exports to Australia rose only marginally, but there was a marked improvement of 11 per cent in our exports to New Zealand in the third quarter, representing a recovery from the low level of the first half of the year. A feature of our export trade with the developing sterling area is the further expansion of deliveries of machinery and transport equipment to the Pakistan market.

Exports to North America, which rose moderately in the first quarter of the year and levelled off in the next quarter, fell in the third quarter by 4 per cent. Over this period exports to Canada were little changed. Deliveries to the United States were 3 per cent lower in the third quarter; although exports of precious stones recovered from the low second quarter level and exports of clothing rose strongly, these improvements were more than offset by reduced shipments of chemicals, textiles and transport equipment.

Exports to all other markets in aggregate grew by 11 per cent in the third quarter, a slightly faster rate than in the previous quarter. To the Latin American countries in total, exports in the third quarter showed considerable improvement (8 per cent) from the depressed levels of the first half year, an improvement shared by most countries in the area. Deliveries to Japan rose by 9 per cent in the third quarter with increased shipments of whisky and chemicals. Deliveries to Eastern Europe and the Soviet Union together rose by 6 per cent in the third quarter.

Commodity pattern of exports

In the third quarter the value of exports of manufactured goods was 5 per cent higher than in the preceding quarter; of this about three-quarters represented an increase in export prices. Within this broad category the value of exports of machinery and transport equipment rose by 6 per cent with an increase in the deliveries of non-electrical machinery of 4 per cent, electrical machinery of 7 per cent and transport equipment of 10 per cent. Most of the increase in transport equipment reflected a 27 per cent rise in the deliveries of ships and aircraft which tend to be erratic.

In the third quarter deliveries of chemicals and scientific instruments rose by 5 and 6 per cent, respectively, textiles increased by 2 per cent, and metals and metal manufactures by 1 per cent.

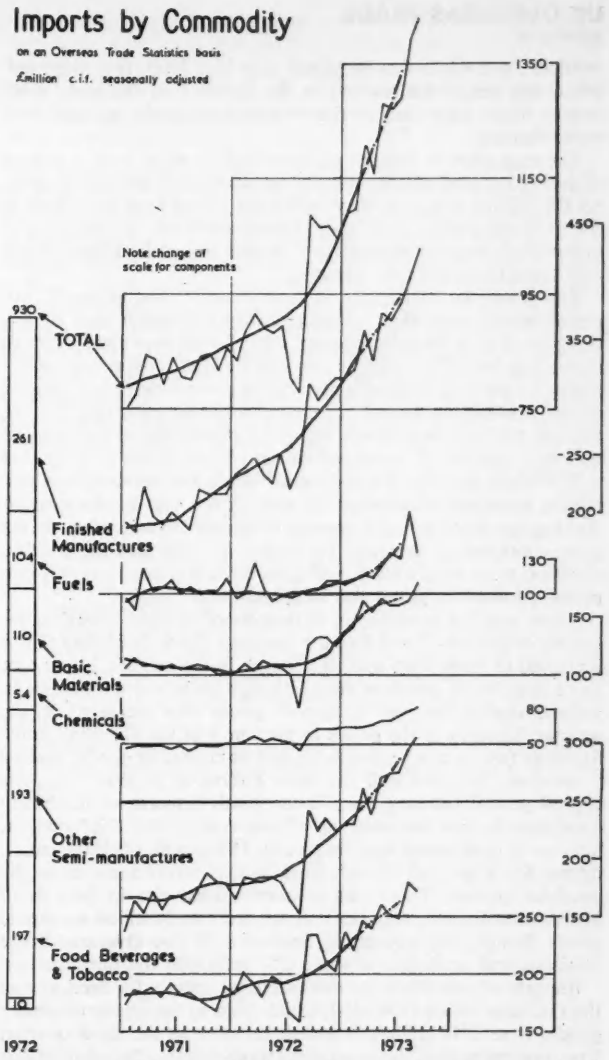
The value of exports of non-manufactures rose by 14 per cent between the two quarters, with a substantial part of the increase reflecting higher deliveries of petroleum and petroleum products. In the third quarter exports of fuels as a whole rose by 69 per cent, Exports of food, beverages and tobacco increased by 7 per cent, mainly as a result of a rise of 12 per cent in exports of food and live animals, and there was a fall of 5 per cent in deliveries of basic materials.

TABLE 5. IMPORTS: COMMODITY CLASSES¶
(Overseas trade statistics basis)

Seasonally adjusted values — £ million cif per month

	1972				1973		
	Year	2nd qtr.	3rd qtr.	4th qtr.	1st qtr.	2nd qtr.	3rd qtr.
FOOD, BEVERAGES AND TOBACCO	197	191	187	215	235	250	267
Food and live animals	175	172	169	192	205	219	234
Meat and meat preparations	45	44	42	52	57	64	54
Dairy products and eggs	21	21	20	18	21	21	17
Cereals and animal feeding stuff	28	28	30	32	39	38	52
Fruit and vegetables	36	35	34	40	43	44	45
Beverages and tobacco	21	20	18	23	31	31	32
Beverages	11	11	10	14	18	18	19
Tobacco	10	9	7	10	13	12	13
FUELS	104	99	100	108	112	127	147
INDUSTRIAL MATERIALS	358	344	336	419	450	485	537
Basic materials	110	109	100	129	146	160	168
Crude materials	103	101	93	121	138	150	157
Oilseeds, oil nuts and oil kernels	4	4	5	5	8	8	11
Wood, lumber and cork	21	20	16	26	34	34	36
Wool and other animal hair and tops	9	8	8	13	15	16	14
Animal and vegetable oils and fats	7	7	7	8	8	9	11
Chemicals	54	53	50	62	64	68	78
Other semi-manufactures	193	183	186	228	240	258	291
FINISHED MANUFACTURES	261	236	258	308	334	358	405
MISCELLANEOUS	10	13	10	10	10	11	14
TOTAL	930	892	890	1,057	1,134	1,236	1,370

¶ See note 1(b).



Imports

In the third quarter of this year, imports averaged £1,179 million a month, seasonally adjusted on a balance of payments basis, 10 per cent higher than the monthly average in the second quarter of the year. The increase is accounted for mainly by a large rise in the import unit value index. The sharp rise in import prices is a reflection of increased world commodity prices and the further depreciation of the £.

Imports of all major commodity groups increased. Between the second and third quarters, imports of food, beverages and tobacco increased by 7 per cent in value, deliveries of fuel were nearly 16 per cent higher, while imports of industrial materials and finished manufactures rose by 11 per cent and 13 per cent, respectively.

Commodity pattern of imports

Imports of food, beverages and tobacco continued their increase in value in the third quarter at a rate just a little higher than in the previous quarter. All of this rise was accounted for by higher prices since the volume of these imports showed a modest reduction in the quarter. Their value rose to £267 million a month, about 7 per cent more than in the second quarter, and accounted for about a fifth of our total import bill. Food imports comprise the largest part of this group, and the increase in their value contributed the major part of the quarter's rise. However, imports of beverages and tobacco were also moderately higher. There were wide differences in the movements of individual commodities within the group. Meat imports fell back to a little below their average value at the turn of the year, with supplies from Argentine and New Zealand being particularly low. There was a reduction of a fifth in value in imports of dairy produce and eggs despite a continued rise in prices, while imports of fruit and vegetables rose a little. Amongst other food imports (which as a whole rose by 23 per cent) the value of imports of sugar and cocoa increased strongly, reflecting large increases in prices.

Fuel imports have been very high in value in recent months. In the third quarter, at £147 million a month, they were nearly 16 per cent more than in the second quarter of this year. Higher volume, (due in part to some stockbuilding) and higher landed oil prices have contributed almost equally to the rise in the quarter.

Imports of industrial materials rose to £537 million a month, 11 per cent more in the third quarter than in the second; basic materials were up by 5 per cent while imports of semi-manufactures, consisting of chemicals and some other partly processed goods, rose by 13 per cent. Higher prices accounted for nearly the whole of the rise in value in the quarter; the volume of imports of industrial materials as a whole was little changed, with a fall in basic materials more or less offsetting a rise in semi-manufactures.

The increase in the value of basic materials in the quarter was spread over most of the commodities within this category, and there were rises in imports of timber, oil seeds, some textile fibres and other crude materials as well as in animal and vegetable oils and fats. The strong growth in imports of wool, however, did not

(*continued on next page*)

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continue, and while they remained at a high level, they were well below the peak rates reached in the first half of the year. Wool import prices continued to rise reflecting shortages and increased world demand.

The expansion in imports of chemicals (in value over a quarter of the semi-manufactures category) continued into the third quarter. At £78 million a month, they were some 15 per cent more than in the previous quarter, with over three-quarters of the rise being in imports of chemical elements and plastic materials. Higher prices contributed largely to this increase.

The remainder of imports of semi-manufactures, is partly processed goods other than chemicals, form the major part of this category, and in the third quarter, they showed very strong growth increasing from £258 million a month to £291 million a month, a rise of 13 per cent in the quarter. The rise was widespread. Imports of wood manufactures and of iron and steel rose by a third in value (though the latter was mostly regaining ground lost in the previous quarter); imports of paper and woven cotton fabrics rose by over a fifth while imports of non-ferrous metals and textiles yarns and fabrics increased by between 10 and 12 per cent in the quarter. Among non-ferrous metal imports of copper rose in value as the price continued to increase; the strikes in Chile and the political situation there were factors having an adverse effect on supply and prices. Aluminium prices also increased in the quarter.

There was fast growth too, in imports of finished manufactures (goods in Sections 7 and 8 of the Overseas Trade Statistics). These increased to reach £405 million a month in the quarter, 13 per cent more than in the previous one. Although there was an increase in volume during the period, import prices also increased in the quarter. Imports of the goods in Section 8 of the Overseas Trade Statistics (which can be mainly classed as consumer goods) rose by 7 per cent, less than half the rate of those in Section 7 (mostly capital goods). Among these latter goods imports of machinery continued to rise and were up 12 per cent in the third quarter, imports of road motor vehicles rose by 31 per cent, while the erratic figures for ships and aircraft were half as much again as in the previous quarter. There was a more modest rise in imports of instruments (mostly scientific): these are closely allied to capital goods though they appear in Section 8 of the Overseas Trade Statistics and amounted to some £24 million in the third quarter.

Imports of miscellaneous manufactured articles (in Section 8 of the Overseas Trade Statistics), which tend to be mostly consumer goods, were £114 million a month in value in the third quarter, 7 per cent more than in the previous three months. Over half of this increase was in imports of clothing and footwear which continues to expand at the same fast rate (15 per cent) as earlier in the year. There were also widespread increases among many types of consumer items both durable and non-durable.

Sources of imports

There has again been substantial growth in our imports from Western Europe, our major supplier. After rises of between 10 and 11 per cent in each of the two previous quarters, the value of imports in the third quarter rose by a further 15 per cent to reach £708 million a month. Arrivals from the EEC rose by 13 per cent and there was an increase of over a fifth in value in imports from the EFTA countries (which are less than half in value of imports from the EEC) All the EEC countries with the exception of the Irish Republic shared in the increase to some extent; the growth in imports from Western Germany, the Netherlands, France and Italy was particularly marked. Among the ETFA countries high imports from Sweden contributed about a third of the rise but there were also significant rises in imports from Norway and Finland.

Imports from North America after growing strongly in the first quarter, levelled off in the second and have shown a modest rate of increase in the third quarter. They rose to £190 million a month, some 4 per cent more than in the previous quarter. Over two-thirds of this increase reflected a recovery in imports from Canada from their low level of the second quarter. Imports from the United States were £131 million a month (just under 4 per cent higher), while imports from Canada reached £59 million a month (8 per cent higher).

There was some weakening in the rate of growth of imports from the sterling area outside Europe which in the third quarter reached £228 million a month, some 2 per cent more than in the previous three months. This compares with a rise of 8 per cent between the first and second quarters of this year. Imports from all the developed sterling area countries were sharply reduced, the falls for Australia and New Zealand being associated with a reduction in food im-

TABLE 6. IMPORTS: AREAS¶
(Overseas trade statistics basis)

Seasonally adjusted values — £ million cif per month

	1972				1973		
	Year	2nd qtr.	3rd qtr.	4th qtr.	1st qtr.	2nd qtr.	3rd qtr.
STERLING AREA outside Europe	178	174	165	204	206	222	229
Australia	24	23	22	29	30	29	26
New Zealand	21	20	19	21	23	26	23
Republic of South Africa	25	26	23	29	29	34	28
WESTERN EUROPE*	447	433	436	503	552	614	708
EEC*	293	284	289	326	361	409	461
Western Germany	70	67	70	81	94	103	124
Netherlands	51	53	48	55	65	73	82
Belgium and Luxembourg	26	26	28	29	29	35	41
France	50	48	49	59	65	78	88
Italy	29	27	30	35	32	37	47
Irish Republic	37	36	34	37	38	44	40
Denmark	29	29	28	32	34	39	41
EFTA*	134	127	133	156	169	179	217
Sweden	43	41	39	51	56	55	67
Norway	18	18	17	19	22	25	29
Finland	21	20	18	24	26	22	29
Other	19	18	18	21	24	26	33
NORTH AMERICA	149	138	134	169	184	183	190
USA and dependencies	98	86	91	113	125	127	131
Canada	50	50	44	57	59	54	59
LATIN AMERICA	27	26	27	29	36	38	42
SOVIET UNION AND EASTERN EUROPE	33	33	26	42	46	41	47
REST OF WORLD	94	87	97	106	111	134	153
Japan	26	22	28	33	32	37	42
TOTAL	930	892	890	1,057	1,134	1,236	1,370

¶ See note 1(b).
* See note 1(f).

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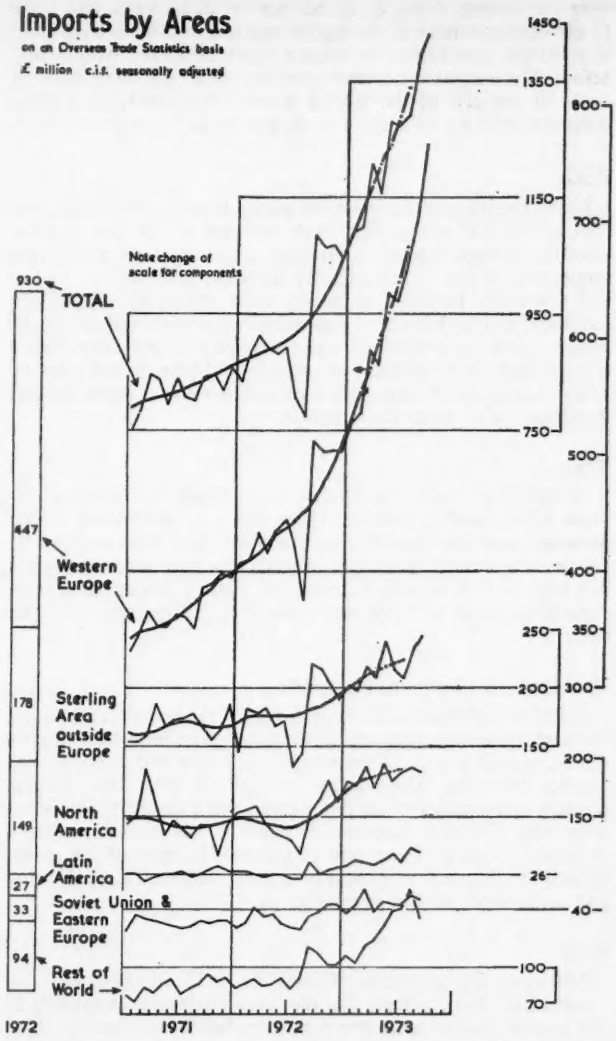

ports. In contrast arrivals from some of the developing countries were much higher in the quarter. The large increase in imports from sterling Middle East countries was associated with the high fuel imports in the quarter, that from Hong Kong largely represented an increase in clothing imports whilst the high value of cocoa and fuel imports contributed to the steep rise in imports from Nigeria.

Despite much reduced imports from the meat exporting countries of Latin America, imports from that area as a whole rose 10 per cent in the quarter to reach £42 million a month. Higher values of oil and copper imports more than offset the reductions in meat.

Imports from the Soviet Union and Eastern Europe recovered from their fall in the second quarter with a 14 per cent increase and ended at a rate somewhat higher than at the beginning of this year.

Imports from the remaining non-sterling area countries showed a further marked increase in the quarter. Higher oil imports and higher imports from Japan were the major factors in the increase.

Notes

1(a) Trade figures on a balance of payments basis. The seasonally adjusted import and export figures on a balance of payments basis are obtained by making various adjustments to the seasonally adjusted figures derived from those recorded in the monthly *Overseas Trade Statistics*. These adjustments are summarised in Table 1 of this article. Some are valuation adjustments; the principal of these is the deduction from the import figure of freight and insurance costs. The other adjustments relate to coverage, either to bring in items not in the *Trade Statistics* (for example on the import side ships built and delivered abroad direct to UK owners) or to remove items which are in the *Trade Statistics* (mainly returned goods and goods for processing and repair). The adjustment of imports to a balance of payments basis excludes the values of deliveries of US military aircraft (including spares and some missiles) but includes the payments for those imports which are mainly being financed by a special US Exim Bank credit. (The values involved are now small.) All those adjustments are described in greater detail in the annual Pink Book, *United Kingdom Balance of Payments* 1973 and in an article in the issue of *Trade and Industry* dated November 4, 1970.

1(b) The adjustments described at Note 1(a) are made only for the monthly totals of exports and imports, and cannot be estimated for the area and commodity analysis of trade. The values of total trade and the main components of exports and imports in Tables 3 to 6 are available only on the Overseas Trade Statistics basis and correspond with the totals given in the first columns of Table 1. Whereas comment on total trade relates to total exports and imports on a balance of payments basis, analysis of the area and commodity patterns of trade in this article are based on the figures on the Overseas Trade Statistics basis in Tables 3 to 6. The main components of trade are seasonally adjusted independently from the totals and in consequence do not always add exactly to the seasonally adjusted totals.

1(c) Visible balance. The visible balance is the difference between the import and export figures on a balance of payments basis obtained as described in Note 1(a) above.

1(d) Recording of exports. The new system for the documentation of exports to ensure their full recording has applied to goods shipped from October 25, 1971 (see *Trade and Industry* August 19, 1971).

Regular assessments of the quality of recording under the new system have shown that, since the beginning of 1972, there has been no need to make adjustments to the export figures for either a shortfall in documentation or a change in the speed of submission of documents.

The new system for recording exports and the methods used to monitor its accuracy were described in an article in *Trade and Industry* February 15, 1973.

1(e) Timing. The figures for exports relate to documents received in the Statistical Office of HM Customs and Excise up to a few days before the end of the calendar month. On average export documents arrive at the Customs Statistical Office within a fortnight of the shipments of goods, so that the documents relate to goods passing through the ports in the month ending about the middle of the calendar month to which they are attributed. The figures for imports relate to documents received at the Customs Statistical Office up to the third working day after the end of the month. Importers are usually required to present their documents before they can obtain customs clearance and remove the goods. Thus the import statistics correspond closely to movements through the ports during the calendar month to which they are attributed.

1(f) Area analyses of trade. To take into account the change in composition of selected areas arising from the entry on January 1, 1973 of the Irish Republic and Denmark into the enlarged EEC the area headings in tables 3 and 6 of this article have been revised or re-defined. Figures for the Irish Republic are included with those for Western Europe and the EEC and to avoid double counting have been excluded from the Sterling Area which has now been designated as 'Sterling Area outside Europe'. Figures for Denmark are of course included with those for the EEC and not EFTA. In order to facilitate meaningful comparisons with past periods all figures in both these seasonally adjusted tables are on the present 1973 definition of the selected areas and groups of countries. The analyses in the text are based on the figures in these tables. Standard definitions of all areas and some economic grouping of countries are shown in the *Overseas Trade Statistics of the United Kingdom*.

1(g) Revised estimates of visible trade. As a result of later and more complete information the previously published figures of imports and exports on a balance of payments basis for 1973 have been revised although the net effect is not large.

2. Overseas Trade Statistics. Detailed particulars of United Kingdom imports and exports for September (with cumulative totals) were published on October 25* and further analyses of the figures will be found in the tables on external trade in the *Monthly Digest of Statistics*†.

* *Overseas Trade Statistics of the United Kingdom*, September 1973, published by HMSO, price £1.85 (annual subscription £25.05).

† *Monthly Digest of Statistics*, published by HMSO, price 63p (annual subscription including Supplement of Definitions and postage, £8.60).

Industrial countries' trade and production in the second quarter of 1973

Summary

In the second quarter of 1973, production and trade in most industrial countries continued buoyant, but there was a general slackening in the rate of expansion compared with that achieved in the first quarter. Various factors have constrained growth; in some countries there has probably been a lack of plant capacity, and increases in productivity have levelled off; industrial disputes have also affected production. There has been a general tendency for restrictive policy measures to be applied, in order to combat the high rates of inflation, and numbers of unemployed have increased in several countries.

Industrial production in all industrial countries increased by just under 2 per cent in the second quarter, compared with an increase of 2½ per cent in the first quarter. The highest rate of growth was achieved in Japan—over 3 per cent—reaching a level 18½ per cen- higher than in the second quarter of 1972. There was some slackening in the rate of growth in North America, but it was much more marked in European countries.

The value of industrial countries' trade in the second quarter showed a further strong increase; the growth in volume was probably at an annual rate of 12 per cent, a little higher than the rate in the first quarter. In dollar terms both exports and imports of the industrial countries grew by 10 per cent in the second quarter. Exports of manufactures by the main manufacturing countries showed a further strong increase, and the percentage growth in volume was probably similar to that for total trade.

Industrial countries' imports from primary producing countries increased by 15 per cent in value in the second quarter; food and commodity prices averaged some 45 per cent higher than a year previously, compared with a 15 per cent increase in the export prices of manufactures.

The United States

Although industrial production expanded by nearly 2 per cent in the second quarter, there was a considerable slow-down in the rate of expansion of the economy as a whole; it is estimated that the growth in real gnp declined from an annual rate of 8½ per cent in the first quarter to only 2½ per cent in the second. Tighter monetary and fiscal policies have been an important factor in constraining the domestic economy. The rate of price inflation was particularly high in the second quarter and real wage increases were considerably eroded. Exports were strong (7 per cent in value) and imports slowed considerably to show a gain of 2½ per cent. The balance of payments picture showed a very marked improvement, and it is estimated that the current account deficit (on a seasonally adjusted basis) had been reduced to $900 million at the end of the first half, compared with $3,500 million at the end of the previous half year.

Canada

In the second quarter, there was a considerable slackening in the rate of expansion compared with that achieved at the beginning of the year; the limited amount of spare capacity in the economy resulted in industrial production recording a rise of less than 2 per cent. Unemployment showed a further decline, although it still remained above the 5 per cent level of 1969 and early 1970. Domestic demand was beginning to be constrained by the effects of inflation, and wage costs were rising. Exports showed a relatively small growth, and there was a substantial fall in the volume of imports (probably nearly 5 per cent).

Japan

Demand pressures in Japan remained strong, and industrial production increased by more than 3 per cent; this rise is considerably less than in the previous two quarters, and the expansion of gnp as a whole was small. Constraining factors have been labour shortages in some industries. The volume of exports showed little growth, and was probably at about the same level as a year before, if allowance is made for the seamen's strike at that time. Imports were very strong. rising by 26 per cent in dollar value and some 17 per cent in volume in the second quarter, to reach a level more than 40 per cent higher in volume terms compared with a year before. The surplus on current account (on a seasonally adjusted basis) at the end of the second quarter was US$1,100 million, compared with $3,500 million at the end of the previous half year.

EEC

In the second quarter, industrial production in most EEC countries levelled off at the high levels achieved in the first quarter. Growth in most countries has been constrained as production approaches closer to full capacity working, especially in France and Germany. Increases in money costs impinging on inelastic monetary policies have been a constraint-factor on the growth of demand, and there were some increases in unemployment. Trade was generally buoyant and both exports and imports increased by 13 per cent in dollar value. It is probable that in real terms, exports expanded rather faster than imports.

France

Industrial production in France was affected by industrial disputes in the second quarter. There was very little slack in the economy, and shortage of plant may also have been a factor in constraining industrial production to its first quarter level. Exports and imports both remained strong, and during the preceding year, exports increased by 9 per cent in volume, and imports by 13 per cent.

The German Federal Republic

Industrial production showed a small increase in the second quarter; anti-inflationary policy measures may have been a constraint, as well as lack of spare capacity. At the end of the second quarter, cost- and price-inflation still showed little sign of being brought under control: but the rate remained moderate compared with other countries. Exports increased by 14½ in dollar value—probably by about 4 per cent in volume—in spite of the recent revaluation. The rate of growth of imports slackened slightly, being just under 2 per cent in volume terms.

Italy

No industrial production figures for 1973 are available, but reports from Italy indicate that the economy recovered strongly in the second quarter after the expansion had been interrupted by industrial disputes in the first quarter. There was no capacity constraint in Italy, and there was a substantial fall in unemployment during the second quarter. The strong increase in the value of exports (21 per cent in dollar value) did little more than compensate for the low first quarter total; in volume terms there was an increase of 11 per cent over the preceding year. Imports rose by 25 per cent in dollar value, to a level some 20 per cent higher in volume than the year before; these increases may be exaggerated by trade postponed from the first quarter to the second quarter.

Trade of primary producers and the world

In the first quarter of this year, the dollar value of primary producers' exports increased by 9½ per cent, and imports by 8 per cent. For industrial countries, the comparable figures were 10 per cent and 10½ per cent respectively. The increase in value of primary producers' exports probably reflects in part the increased prices of their products.

Provisional figures for the volume of world exports show that the high level of trade in the fourth quarter of 1972 was maintained in the first quarter of this year; it seems probable that special factors (among them the United Kingdom dock strike) caused some trade to be postponed from the third to fourth quarters of 1972.

Definitions

The industrial countries comprise all members of OECD (including Australia). All other countries are described as **primary producers.** The **European Economic Community** now includes the United Kingdom, Ireland and Denmark. **The European Free Trade Area** comprises Austria, Finland, Iceland, Norway, Portugal, Sweden and Switzerland. The Soviet Union, Albania, Bulgaria, Czechoslovakia, East Germany, Hungary, Poland, Romania,

Cuba, the People's Republic of China, North Korea, and North Vietnam are excluded as reporting countries but are included as markets for exports and as suppliers of imports. **Manufactured goods** are the products included in sections 5-8 of the United Nations Standard International Trade Classification. In 1970 the **11 main manufacturing countries** shown in Table 4 exported 93 per cent of all exports of manufactures from the industrial countries. As indicated in the footnotes, some of the export series in Tables 1 and 4 exclude **United States 'special category exports'**. These are a class of exports, consisting mainly of military equipment, for which no detailed information on destination is made available by the United States authorities.

The **'smoothed'** series of percentage changes is intended to facilitate the assessment of trends by ironing out some of the fluctuations in the quarter to quarter percentage changes. Percentage changes are shown for the smoothed series obtained by averaging the quarterly totals according to the following formula: smoothed total for any quarter = $\frac{1}{4}$ (1 × total for previous quarter + 2 × total for the quarter in question + 1 × total for the next quarter). Technically this smoothing device is known as a 1, 2, 1 weighted average.

TABLE 1. INDUSTRIAL COUNTRIES' TRADE

Quarters or quarterly averages, seasonally adjusted — US $ thousand million

	Exports (fob) to								Imports (cif) ‡ from							
	World			Industrial countries†			Primary producers†		World			Industrial countries			Primary producers	
		Percentage change over previous period	Percentage change in smoothed series*		Percentage change over previous period	Percentage change in smoothed series*		Percentage change over previous period	Percentage change in smoothed series*		Percentage change over previous period	Percentage change in smoothed series*		Percentage change over previous period	Percentage change in smoothed series*		Percentage change over previous period	Percentage change in smoothed series*
1967	36.51	(5.5)		26.46	(6.1)		9.93	(4.9)		37.83	(5.5)		27.35	(5.9)		10.45	(4.4)	
1968	41.08	(12.5)		30.08	(13.7)		10.88	(9.6)		42.51	(12.4)		31.02	(13.4)		11.46	(9.7)	
1969	47.50	(15.6)		35.18	(16.9)		12.21	(12.2)		49.02	(15.3)		36.28	(17.0)		12.71	(10.9)	
1970	55.01	(15.8)		40.78	(15.9)		14.08	(15.3)		56.41	(15.1)		42.20	(16.3)		14.16	(11.4)	
1971	61.51	(11.8)		45.63	(11.9)		15.70	(11.5)		62.68	(11.1)		46.95	(11.3)		15.65	(10.5)	
1972	72.70	(18.2)		54.72	(19.9)		17.78	(13.2)		74.50	(18.9)		56.02	(19.3)		18.40	(17.5)	
1969 1st quarter	43.26	(−0.6)	(2.7)	32.22	(0.7)	(3.3)	10.88	(−4.5)	(1.6)	45.11	(0.6)	(3.2)	33.02	(0.4)	(3.6)	12.01	(1.5)	(2.6)
2nd quarter	47.50	(9.8)	(5.3)	35.06	(8.8)	(5.1)	12.46	(14.6)	(6.2)	49.11	(8.9)	(5.0)	36.47	(10.4)	(5.6)	12.76	(6.2)	(3.8)
3rd quarter	48.64	(2.4)	(4.4)	35.81	(2.1)	(4.3)	12.61	(1.2)	(4.4)	50.01	(1.8)	(3.9)	37.02	(1.5)	(4.1)	12.93	(1.4)	(2.8)
4th quarter	50.38	(3.6)	(3.5)	37.41	(4.5)	(3.8)	12.86	(2.0)	(2.5)	51.67	(3.3)	(3.3)	38.38	(3.7)	(3.5)	13.23	(2.3)	(2.2)
1970 1st quarter	52.68	(4.6)	(4.1)	38.98	(4.2)	(4.2)	13.47	(4.7)	(3.9)	54.06	(4.6)	(4.0)	40.38	(5.2)	(4.4)	13.62	(2.9)	(3.0)
2nd quarter	54.58	(3.6)	(3.3)	40.56	(4.1)	(3.4)	14.02	(4.1)	(3.1)	55.88	(3.4)	(3.3)	41.74	(3.4)	(3.4)	14.13	(3.7)	(2.9)
3rd quarter	55.38	(1.5)	(2.5)	41.17	(1.5)	(2.5)	13.98	(−0.2)	(2.2)	56.96	(1.9)	(2.7)	42.52	(1.9)	(2.9)	14.33	(1.4)	(2.0)
4th quarter	57.38	(3.6)	(2.5)	42.49	(3.2)	(2.4)	14.73	(5.3)	(3.1)	59.04	(3.7)	(2.5)	44.36	(4.3)	(2.9)	14.54	(1.4)	(1.4)
1971 1st quarter	58.22	(1.5)	(2.5)	43.22	(1.7)	(2.4)	15.03	(2.1)	(3.2)	59.59	(0.9)	(2.2)	44.83	(1.1)	(2.3)	14.73	(1.3)	(2.5)
2nd quarter	60.15	(3.3)	(3.2)	44.54	(3.1)	(3.5)	15.54	(3.4)	(2.9)	61.61	(3.4)	(2.7)	46.10	(2.8)	(2.5)	15.58	(5.7)	(3.9)
3rd quarter	62.95	(4.7)	(3.8)	47.18	(5.9)	(3.8)	15.95	(2.6)	(2.8)	63.46	(3.0)	(3.4)	47.52	(3.1)	(3.1)	16.02	(2.9)	(3.5)
4th quarter	64.61	(2.6)	(3.9)	47.33	(0.3)	(3.8)	16.39	(2.8)	(2.7)	66.22	(4.3)	(4.5)	49.13	(3.4)	(4.6)	16.48	(2.8)	(3.2)
1972 1st quarter	68.23	(5.6)	(4.4)	51.41	(8.6)	(5.5)	16.83	(2.7)	(2.3)	70.25	(6.1)	(4.9)	53.15	(8.2)	(5.5)	17.21	(4.4)	(3.6)
2nd quarter	70.77	(3.7)	(3.6)	53.65	(4.3)	(4.4)	17.04	(1.3)	(1.9)	72.47	(3.2)	(3.6)	54.44	(2.4)	(3.6)	17.71	(2.9)	(3.8)
3rd quarter	71.85	(1.5)	(4.2)	54.05	(0.7)	(3.8)	17.47	(2.5)	(4.5)	74.17	(2.3)	(4.1)	55.39	(1.7)	(3.9)	18.55	(4.7)	(4.9)
4th quarter	78.95	(9.9)	(7.9)	59.16	(9.5)	(7.6)	19.48	(11.5)	(8.7)	80.43	(8.4)	(7.5)	60.64	(9.5)	(7.8)	19.88	(7.2)	(7.1)
1973 1st quarter	86.91	(10.1)	(9.9)	65.38	(10.5)	(9.9)	21.23	(9.0)	(10.1)	88.79	(10.4)	(9.9)	66.91	(10.3)	(9.7)	21.71	(9.2)	(10.2)
2nd quarter	95.30	(9.7)		71.45	(9.3)		23.55	(11.0)		97.82	(10.2)		72.80	(8.8)		24.92	(14.8)	

* See definitions.
† Excluding United States special category exports (see definitions)
‡ Imports into Canada and the United States are valued fob.
Source: OECD.

TABLE 2. EXPORTS FROM INDUSTRIAL COUNTRIES

Quarters or quarterly averages, seasonally adjusted — US $ thousand million (fob). Percentage change over previous period in brackets

	Total		Canada		United States		Japan		European OECD		EFTA		EEC		United Kingdom		France		German Federal Republic		Italy	
1967	36.51	(5.5)	2.64	(10.5)	7.88	(4.0)	2.61	(6.7)	22.52	(5.2)	3.47	(6.2)	18.44	(4.8)	3.61	(−2.0)	2.85	(4.4)	5.43	(7.9)	2.18	(8.2)
1968	41.08	(12.5)	3.14	(18.9)	8.60	(9.2)	3.24	(24.3)	25.21	(12.0)	3.83	(10.6)	20.74	(12.4)	3.86	(7.0)	3.18	(11.6)	6.21	(14.3)	2.55	(17.1)
1969	47.50	(15.6)	3.44	(9.6)	9.50	(10.4)	4.00	(23.3)	29.51	(17.1)	4.47	(16.5)	24.30	(17.2)	4.40	(14.1)	3.76	(18.2)	7.26	(17.0)	2.93	(15.1)
1970	55.01	(15.8)	4.04	(17.4)	10.81	(13.8)	4.83	(20.8)	34.15	(15.7)	5.16	(15.4)	28.09	(15.6)	4.84	(9.9)	4.49	(19.4)	8.55	(17.7)	3.30	(12.5)
1971	61.51	(11.8)	4.42	(9.5)	11.03	(2.0)	6.00	(24.2)	38.75	(13.5)	5.61	(8.8)	32.07	(14.2)	5.59	(15.6)	5.13	(14.4)	9.76	(14.2)	3.78	(14.6)
1972	72.70	(18.2)	5.02	(13.5)	12.42	(12.6)	7.15	(19.1)	46.42	(19.8)	6.77	(20.6)	38.29	(19.4)	6.09	(8.8)	6.44	(25.4)	11.55	(18.3)	4.64	(22.8)
1969 1st qtr	43.26	(−0.6)	3.40	(3.2)	7.71	(−12.0)	3.72	(4.5)	27.46	(1.9)	4.23	(4.6)	22.54	(1.4)	4.05	(−0.2)	3.56	(3.3)	6.50	(−3.4)	2.90	(3.8)
2nd qtr	47.50	(9.8)	3.36	(−1.2)	9.95	(28.9)	3.92	(5.4)	29.29	(6.7)	4.37	(3.4)	24.16	(7.2)	4.32	(6.8)	3.83	(7.4)	7.24	(11.3)	3.00	(3.6)
3rd qtr	48.64	(2.4)	3.39	(1.0)	10.09	(1.4)	4.09	(4.4)	29.94	(2.2)	4.55	(4.0)	24.62	(1.9)	4.61	(6.6)	3.65	(−4.5)	7.33	(1.2)	3.01	(0.4)
4th qtr	50.38	(3.6)	3.63	(7.1)	10.25	(1.5)	4.26	(4.2)	31.10	(3.9)	4.70	(3.2)	25.62	(4.1)	4.64	(0.8)	3.93	(7.5)	7.92	(8.0)	2.83	(−6.2)
1970 1st qtr	52.68	(4.6)	3.83	(5.3)	10.43	(1.8)	4.59	(7.7)	32.62	(4.9)	4.89	(4.2)	26.90	(5.0)	4.73	(1.9)	4.24	(7.9)	8.20	(3.6)	3.11	(9.9)
2nd qtr	54.58	(3.6)	4.02	(5.1)	10.95	(4.9)	4.71	(2.6)	33.75	(3.5)	5.12	(4.7)	27.69	(3.0)	4.81	(1.6)	4.45	(5.0)	8.45	(3.1)	3.22	(3.8)
3rd qtr	55.38	(1.5)	4.10	(1.9)	10.96	(0.1)	4.87	(3.3)	34.26	(1.5)	5.24	(2.4)	28.09	(1.4)	4.58	(−4.7)	4.51	(1.3)	8.65	(2.3)	3.42	(6.1)
4th qtr	57.38	(3.6)	4.12	(0.5)	11.01	(0.5)	5.17	(6.2)	35.89	(4.8)	5.38	(2.7)	29.56	(5.2)	5.22	(13.9)	4.76	(5.5)	8.89	(2.8)	3.47	(1.5)
1971 1st qtr	58.22	(1.5)	4.32	(4.9)	11.37	(3.3)	5.54	(7.2)	36.08	(0.5)	5.36	(−0.4)	29.74	(0.6)	4.90	(−6.2)	4.82	(1.3)	9.22	(3.7)	3.53	(1.7)
2nd qtr	60.15	(3.3)	4.31	(−0.2)	11.11	(−2.3)	5.93	(7.0)	37.46	(3.8)	5.49	(2.4)	30.94	(4.0)	5.62	(14.8)	4.89	(1.5)	9.52	(3.3)	3.53	(Nil)
3rd qtr	62.95	(4.7)	4.49	(4.2)	11.81	(6.3)	6.12	(3.2)	40.01	(6.8)	5.64	(2.7)	33.28	(7.6)	5.83	(3.7)	5.38	(10.0)	10.18	(6.9)	3.93	(11.3)
4th qtr	64.61	(2.6)	4.51	(0.4)	9.93	(−15.9)	6.41	(4.7)	41.07	(2.6)	5.90	(4.6)	34.02	(2.2)	6.02	(3.3)	5.50	(2.2)	10.09	(−0.9)	4.18	(6.4)
1972 1st qtr	68.23	(5.6)	4.60	(2.0)	12.05	(21.3)	6.68	(4.2)	43.91	(6.9)	6.29	(6.6)	36.30	(6.7)	6.04	(0.4)	5.91	(7.5)	11.03	(9.3)	4.37	(4.5)
2nd qtr	70.77	(3.7)	5.02	(9.1)	11.68	(−3.1)	6.65	(−0.5)	45.92	(4.6)	6.54	(4.0)	38.05	(4.8)	6.38	(5.6)	6.34	(7.3)	11.47	(4.0)	4.49	(2.7)
3rd qtr	71.85	(1.5)	4.82	(−4.0)	12.53	(7.3)	7.26	(9.2)	45.34	(−1.3)	6.83	(4.4)	37.07	(−2.6)	5.39	(−15.5)	6.44	(1.6)	11.27	(−1.7)	4.55	(1.3)
4th qtr	78.95	(9.9)	5.61	(16.4)	13.51	(7.8)	7.89	(8.7)	50.14	(10.6)	7.37	(7.9)	41.37	(11.6)	6.53	(21.1)	7.08	(9.9)	12.42	(10.2)	5.17	(13.6)
1973 1st qtr	86.91	(10.1)	5.87	(4.6)	15.69	(16.1)	8.27	(4.8)	54.75	(9.2)	8.15	(10.6)	44.84	(8.4)	6.86	(5.1)	7.63	(7.8)	14.07	(13.3)	4.28	(−17.2)
2nd qtr	95.30	(9.7)	6.01	(2.4)	16.82	(7.2)	8.75	(5.8)			8.94	(9.7)	50.65	(13.0)	7.67	(11.7)	8.67	(13.6)	16.11	(14.5)	5.17	(20.8)
3rd qtr															8.09	(5.5)						

Sources: United Kingdom: DTI
Other countries: OECD

(continued on next page)

TABLE 3. IMPORTS INTO INDUSTRIAL COUNTRIES

Quarters or quarterly averages, seasonally adjusted

US $ thousand million (cif). Percentage change over previous period in brackets

	Total	Canada†	United States†	Japan	European OECD	EFTA	EEC	United Kingdom	France	German Federal Republic	Italy
1967	37.83 (5.5)	2.56 (10.1)	6.71 (5.0)	2.92 (22.4)	24.77 (3.2)	4.19 (3.7)	19.25 (3.6)	4.43 (6.2)	3.10 (4.4)	4.34 (−3.7)	2.46 (14.4)
1968	42.51 (12.4)	2.86 (11.6)	8.28 (23.5)	3.25 (11.3)	27.15 (9.6)	4.40 (5.2)	21.33 (10.8)	4.74 (7.1)	3.50 (12.7)	5.04 (16.1)	2.56 (4.3)
1969	49.02 (15.3)	3.29 (14.9)	9.01 (8.8)	3.76 (15.7)	31.95 (17.7)	5.08 (15.3)	25.23 (18.3)	4.99 (5.3)	4.35 (24.4)	6.23 (23.7)	3.11 (21.4)
1970	56.41 (15.1)	3.33 (1.3)	9.99 (10.9)	4.72 (25.6)	37.24 (16.5)	6.27 (23.4)	29.07 (15.2)	5.42 (8.7)	4.78 (9.9)	7.45 (19.6)	3.74 (20.1)
1971	62.68 (11.1)	3.86 (15.9)	11.40 (14.1)	4.93 (4.4)	41.32 (11.0)	6.83 (8.9)	32.45 (11.6)	5.98 (10.3)	5.31 (11.1)	8.59 (15.2)	4.00 (7.0)
1972	74.50 (18.9)	4.73 (22.4)	13.89 (21.8)	5.87 (19.1)	48.83 (18.2)	7.91 (15.8)	38.30 (18.0)	6.96 (16.4)	6.64 (25.1)	9.94 (15.8)	4.82 (20.6)
1969 1st qtr	45.11 (0.6)	3.24 (5.3)	7.66 (−9.8)	3.46 (1.4)	29.82 (3.3)	4.84 (2.3)	23.60 (3.6)	4.86 (−0.2)	4.11 (3.8)	5.74 (7.5)	2.88 (4.6)
2nd qtr	49.11 (8.9)	3.26 (0.5)	9.61 (25.4)	3.53 (2.0)	31.74 (6.4)	4.93 (6.4)	25.23 (6.9)	5.03 (3.6)	4.50 (9.6)	6.07 (5.8)	3.09 (7.2)
3rd qtr	50.01 (1.8)	3.26 (nil)	9.36 (−2.6)	3.96 (12.2)	32.37 (2.0)	5.15 (4.4)	25.55 (1.3)	5.01 (−0.5)	4.33 (−3.8)	6.31 (4.0)	3.21 (4.0)
4th qtr	51.67 (3.3)	3.38 (3.6)	9.38 (0.2)	4.07 (2.8)	33.76 (4.3)	5.54 (7.5)	26.46 (3.5)	5.06 (1.1)	4.35 (0.3)	6.81 (7.9)	3.28 (2.1)
1970 1st qtr	54.06 (4.6)	3.31 (−2.0)	9.72 (3.7)	4.46 (9.4)	35.48 (5.1)	5.93 (7.1)	27.67 (4.6)	5.14 (1.6)	4.55 (4.8)	7.23 (6.1)	3.48 (6.1)
2nd qtr	55.88 (3.4)	3.35 (1.5)	9.88 (1.6)	4.61 (3.4)	36.93 (4.1)	6.18 (4.3)	28.85 (4.3)	5.49 (6.6)	4.72 (3.6)	7.33 (1.4)	3.73 (7.0)
3rd qtr	56.96 (1.9)	3.45 (2.8)	10.01 (1.3)	4.90 (6.3)	37.41 (1.3)	6.29 (1.8)	29.27 (1.5)	5.33 (−2.9)	4.88 (3.4)	7.48 (2.0)	3.89 (4.4)
4th qtr	59.04 (3.7)	3.20 (−7.3)	10.52 (5.1)	4.93 (0.7)	39.07 (4.4)	6.62 (5.2)	30.56 (4.4)	5.73 (7.7)	5.03 (3.0)	7.78 (4.0)	3.83 (−1.5)
1971 1st qtr	59.59 (0.9)	3.62 (13.2)	10.82 (2.8)	4.92 (−0.3)	39.20 (0.3)	6.40 (−3.4)	30.95 (1.3)	5.71 (−0.5)	4.97 (−1.1)	8.09 (4.0)	4.02 (4.9)
2nd qtr	61.61 (3.4)	3.74 (3.6)	11.56 (6.9)	4.94 (0.4)	40.34 (2.9)	6.70 (4.7)	31.53 (1.9)	5.91 (3.5)	5.15 (3.5)	8.39 (3.7)	3.83 (−4.9)
3rd qtr	63.46 (3.0)	3.92 (5.1)	12.06 (4.3)	4.72 (−4.4)	41.84 (3.7)	6.94 (3.6)	32.84 (4.2)	5.96 (0.9)	5.50 (6.9)	8.81 (5.0)	3.99 (4.4)
4th qtr	66.22 (4.3)	4.17 (6.3)	11.21 (−7.1)	5.14 (8.8)	43.49 (4.0)	7.19 (3.6)	34.19 (4.1)	6.34 (6.4)	5.64 (2.6)	9.06 (2.9)	4.19 (4.9)
1972 1st qtr	70.25 (6.1)	4.41 (5.8)	13.46 (20.1)	5.40 (5.1)	46.24 (6.3)	7.45 (3.5)	36.47 (6.7)	6.85 (8.0)	6.35 (12.6)	9.44 (4.1)	4.46 (6.4)
2nd qtr	72.47 (3.2)	4.64 (5.0)	13.20 (−1.9)	5.46 (1.1)	47.92 (3.6)	7.79 (4.5)	37.57 (3.0)	6.96 (1.5)	6.46 (1.6)	10.00 (6.0)	4.61 (3.4)
3rd qtr	74.17 (2.3)	4.72 (1.7)	14.06 (6.5)	5.96 (9.2)	48.31 (0.8)	7.88 (1.2)	37.69 (0.3)	6.53 (−6.1)	6.61 (2.3)	9.84 (−1.6)	4.90 (6.2)
4th qtr	80.43 (8.4)	5.07 (7.5)	15.09 (7.3)	6.65 (11.7)	52.46 (8.6)	8.47 (7.5)	41.12 (9.1)	7.50 (14.8)	7.25 (9.8)	10.52 (6.9)	5.32 (8.7)
1973 1st qtr	88.79 (10.4)	5.57 (9.9)	16.17 (7.2)	7.36 (10.6)	58.23 (11.0)	9.33 (10.2)	45.56 (10.8)	8.23 (9.7)	7.92 (9.3)	11.84 (12.6)	5.36 (0.6)
2nd qtr	97.82 (10.2)	5.56 (−0.2)	16.59 (2.6)	9.27 (26.0)		9.80 (5.0)	51.58 (13.2)	9.38 (14.0)	9.00 (13.6)	13.17 (11.2)	6.70 (25.0)
3rd qtr								10.22 (8.9)			

† Canadian and United States imports are valued fob.
Sources: United Kingdom: DTI.
Other countries: OECD.

TABLE 4. EXPORTS OF MANUFACTURES BY THE MAIN MANUFACTURING COUNTRIES

Quarters or quarterly averages

US $ thousand million (fob)

	Total†• (seasonally adjusted)	United Kingdom (seasonally adjusted)	Canada	United States†	Japan	Sweden	Switzerland	Belgium-Luxembourg	France•	German Federal Republic	Italy	Netherlands
1967	24.86	3.02	1.47	5.07	2.44	0.83	0.80	1.44	2.11	4.87	1.75	1.06
1968	28.62	3.25	1.83	5.78	3.05	0.91	0.90	1.67	2.35	5.57	2.10	1.22
1969	33.52	3.75	2.12	6.47	3.74	1.07	1.05	2.07	2.76	6.56	2.44	1.49
1970	38.57	4.08	2.39	7.17	4.53	1.31	1.16	2.40	3.40	7.67	2.77	1.70
1971	43.54	4.77	2.61	7.42	5.66	1.44	1.31	2.57	3.85	8.75	3.16	2.02
1972	51.06 p	5.16	2.95 p	8.27	6.79	1.69	1.53 p	3.19	4.77	10.38	3.89	2.42
1969 1st quarter	30.44	3.45	2.00	5.59	3.16	1.00	0.94	1.91	2.64	5.76	2.38	1.35
2nd quarter	33.31	3.66	2.18	6.96	3.60	1.08	1.02	2.05	2.87	6.43	2.61	1.47
3rd quarter	34.61	3.93	2.09	6.36	3.95	0.97	1.02	1.94	2.45	6.41	2.48	1.48
4th quarter	35.71	3.98	2.23	6.97	4.26	1.23	1.22	2.38	3.06	7.62	2.31	1.64
1970 1st quarter	36.46	4.04	2.26	7.14	3.88	1.21	1.06	2.27	3.17	7.04	2.53	1.56
2nd quarter	38.80	4.05	2.58	7.75	4.37	1.32	1.18	2.54	3.55	7.62	2.87	1.66
3rd quarter	38.76	3.86	2.17	6.75	4.71	1.20	1.11	2.19	3.09	7.52	2.79	1.70
4th quarter	40.25	4.39	2.54	7.04	5.15	1.50	1.29	2.60	3.79	8.48	2.96	1.87
1971 1st quarter	41.00 p	4.22	2.51 p	7.55	4.75	1.42	1.16 p	2.41	3.73	8.11	2.89	1.89 p
2nd quarter	42.65 p	4.78	2.79 p	7.84	5.53	1.47	1.27 p	2.52	3.90	8.40	3.07	1.96 p
3rd quarter	45.36 p	4.88	2.40 p	7.47	5.98	1.28	1.29 p	2.48	3.57	8.88	3.16	2.01 p
4th quarter	45.14 p	5.18	2.74 p	6.84	6.36	1.60	1.51 p	2.89	4.18	9.59	3.50	2.23 p
1972 1st quarter	48.88	5.12	2.75	8.25	5.87	1.59	1.46	2.99	4.52	9.79	3.68	2.34
2nd quarter	50.53	5.39	3.23	8.30	6.24	1.67	1.53	3.42	4.96	10.21	3.95	2.51
3rd quarter	49.90 p	4.54	2.53 p	7.82	7.12	1.54	1.44 p	2.85	4.18	9.78	3.71	2.29
4th quarter	54.97 p	5.57	3.26 p	8.72	7.91	1.96	1.71 p	3.69	5.28	11.73	4.30	2.58
1973 1st quarter	59.33 p	5.81	3.34 p	9.89	7.18	2.13	1.79 p	3.90	5.67	12.42	3.43	3.22
2nd quarter	65.86 p	6.50	3.60 p	11.04	8.21	2.38	2.10 p	4.54 p	6.60 p	14.33 p	4.54 p	3.40 p
3rd quarter		8.09										

† Excluding United States special category exports (see definitions).
Sources: United Kingdom and Total: DTI
Other countries: OECD.

• The 1970, 1971 and 1972 figures include exports of certain items valued at $138, $163 and $196 million respectively which are assigned to section 5 by OECD but to section 9 by other reporting authorities.

TABLE 5. WORLD TRADE

Quarters or quarterly averages, seasonally adjusted — US $ thousand million

	Exports (fob) from									Volume of world exports 1963 = 100	Imports (cif) † into								
	World			Industrial countries			Primary producers				World			Industrial countries			Primary producers		
		Percentage change			Percentage change			Percentage change				Percentage change			Percentage change			Percentage change	
		over previous period	in smoothed series*		over previous period	in smoothed series*		over previous period	in smoothed series*			over previous period	in smoothed series*		over previous period	in smoothed series*		over previous period	in smoothed series*
1967	47.47	(5.0)		36.51	(5.5)		10.96	(3.5)		134	49.75	(5.2)		37.83	(5.5)		11 92	(4.6)	
1968	53.01	(11.7)		41.08	(12.5)		11.93	(8.9)		151	55.26	(11.1)		42.51	(12.4)		12.75	(7.0)	
1969	60.65	(14.4)		47.50	(15.6)		13.15	(10.2)		167	62.96	(13.9)		49.02	(15.3)		13.94	(9.3)	
1970	69.69	(14.9)		55.01	(15.8)		14.68	(11.6)		183	72.46	(15.1)		56.41	(15.1)		16.05	(15.1)	
1971	78.14	(12.1)		61.51	(11.9)		16.63	(13.3)		193	81.07	(11.9)		62.68	(11.1)		18.39	(14.6)	
1972	92.14	(17.9)		72.70	(18.2)		19.44	(16.9)		212	94.56	(16.6)		74.50	(18.8)		20.06	(9.1)	
1969 1st qtr	55.67	(−0.4)	(2.5)	43.26	(−0.6)	(2.7)	12.40	(0.5)	(1.7)	154	58.11	(−0.1)	(2.6)	45.11	(0.6)	(3.2)	13.00	(−2.6)	(0.5)
2nd qtr	60.38	(8.5)	(4.8)	47.50	(9.8)	(5.3)	12.88	(3.9)	(3.3)	168	62.63	(7.8)	(4.5)	49.11	(8.9)	(5.0)	13.52	(4.0)	(3.0)
3rd qtr	62.18	(3.0)	(4.3)	48.64	(2.4)	(4.4)	13.54	(5.1)	(3.9)	171	64.43	(2.9)	(4.1)	50.01	(1.8)	(3.9)	14.42	(6.7)	(5.0)
4th qtr	64.14	(3.1)	(3.3)	50.38	(3.6)	(3.5)	13.75	(1.6)	(2.6)	173	66.48	(3.2)	(3.3)	51.67	(3.3)	(3.3)	14.80	(2.7)	(3.2)
1970 1st qtr	66.74	(4.1)	(3.8)	52.68	(4.6)	(4.1)	14.06	(2.2)	(2.9)	174	69.03	(3.8)	(3.7)	54.06	(4.6)	(4.0)	14.97	(1.1)	(2.7)
2nd qtr	69.43	(4.0)	(3.3)	54.58	(3.6)	(3.3)	14.86	(5.7)	(3.5)	184	71.69	(3.9)	(3.4)	55.88	(3.4)	(3.3)	15.82	(5.6)	(3.9)
3rd qrt	70.31	(1.3)	(2.3)	55.38	(1.5)	(2.5)	14.93	(0.5)	(1.5)	182	73.28	(2.2)	(3.0)	56.96	(1.9)	(2.7)	16.32	(3.2)	(4.1)
4th qtr	72.26	(2.8)	(2.2)	57.38	(3.6)	(2.5)	14.88	(−0.3)	(0.9)	189	76.10	(3.8)	(2.9)	59.04	(3.7)	(2.5)	17.06	(4.5)	(4.2)
1971 1st qtr	73.65	(1.9)	(2.7)	58.22	(1.5)	(2.5)	15.43	(3.7)	(3.6)	188	77.44	(1.8)	(2.7)	59.59	(0.9)	(2.2)	17.85	(4.6)	(4.2)
2nd qtr	76.67	(4.1)	(3.8)	60.15	(3.3)	(3.2)	16.52	(7.1)	(6.2)	194	80.02	(3.3)	(2.8)	61.61	(3.4)	(2.7)	18.41	(3.1)	(3.0)
3rd qtr	80.62	(5.2)	(3.8)	62.95	(4.6)	(3.8)	17.67	(7.0)	(3.9)	198	82.11	(2.6)	(3.0)	63.46	(3.0)	(3.4)	18.65	(1.3)	(1.4)
4th qtr	81.50	(1.1)	(3.4)	64.61	(2.6)	(3.9)	16.88	(−4.4)	(1.4)	191	84.89	(3.4)	(3.8)	66.22	(4.3)	(4.5)	18.67	(0.1)	(1.4)
1972 1st qtr	86.52	(6.2)	(4.3)	68.23	(5.6)	(4.4)	18.29	(8.3)	(4.2)	204	89.64	(5.6)	(4.4)	70.25	(6.1)	(4.9)	19.40	(3.9)	(2.6)
2nd qtr	89.97	(4.0)	(4.1)	70.77	(3.7)	(3.6)	19.20	(5.0)	(5.9)	211	92.36	(3.0)	(3.4)	72.47	(3.2)	(3.6)	19.89	(2.6)	(2.5)
3rd qtr	92.08	(2.4)	(4.1)	71.85	(1.5)	(4.2)	20.24	(5.4)	(3.6)	210	94.28	(2.1)	(3.7)	74.17	(2.3)	(4.1)	20.12	(1.1)	(2.1)
4th qtr	98.99	(7.5)	(6.9)	78.95	(9.9)	(7.9)	20.04	(−1.0)	(3.2)	226	101.25	(7.4)	(6.8)	80.43	(8.4)	(7.5)	20.82	(3.5)	(4.0)
1973 1st qtr	108.88	(10.0)		86.91	(10.1)	(9.9)	21.97	(9.6)		228	111.24	(9.9)		88.79	(10.4)	(9.9)	22.44	(7.8)	
2nd qtr				95.30	(9.7)									97.82	(10.2)				

* See definitions.
† Imports into Canada and the United States are valued fob.
Sources: Industrial countries: OECD.
Primary producers: International Monetary Fund (seasonally adjusted by DTI).
Volume index: United Nations (seasonally adjusted by DTI).

TABLE 6. INDEX NUMBERS OF INDUSTRIAL PRODUCTION

Seasonally adjusted — 1970 = 100

	Industrial countries	Canada	United States	Japan	European OECD	Sweden	EEC	United Kingdom	France	German Federal Republic	Italy
Weights	100.0	3.5	42.9	11.6	40.4	1.3	34.0	6.2	8.0	12.4	4.3
1967	84	86	94	63	80	83	80	90	80	74	85
1968	91	92	99	76	86	88	87	96	84	83	90
1969	98	98	104	88	95	94	95	100	94	94	94
1970	100	100	100	100	100	100	100	100	100	100	100
1971	102	105	100	103	103	99	103	100	106	102	99
1972	108	112	108	110	108	102	108	102	114	106	104
1969 1st quarter	96	97	103	83	92	92	93	99	92	91	95
2nd quarter	98	97	103	86	95	94	95	100	95	94	97
3rd quarter	99	97	105	89	96	96	96	100	96	95	95
4th quarter	99	99	104	94	96	99	96	100	96	98	88
1970 1st quarter	100	101	101	97	99	100	100	100	100	100	100
2nd quarter	100	100	101	100	100	101	100	99	100	101	99
3rd quarter	100	100	100	101	100	101	100	100	99	100	99
4th quarter	99	100	97	102	101	102	101	101	101	100	101
1971 1st quarter	101	102	99	103	102	101	102	100	104	102	99
2nd quarter	101	104	100	102	102	100	102	101	103	103	96
3rd quarter	102	106	100	103	102	99	102	100	107	102	95
4th quarter	102	108	101	103	103	99	103	100	109	100	100
1972 1st quarter	104	110	103	106	105	100	104	97	111	104	99
2nd quarter	107	112	107	108	107	102	106	102	112	105	99
3rd quarter	109	111	109	111	107	102	107	103	115	105	97
4th quarter	113	117	113	116	112	106	111	106	117	109	105
1973 1st quarter	116	120	115	124	115	107	115	110	122	113	
2nd quarter	118	122	117	128	116	109	115	111	122	114	
3rd quarter								112			

Source: OECD.

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Capital expenditure of the manufacturing, distributive and service industries in the third quarter of 1973

Manufacturing industry

MANUFACTURING industry's capital expenditure in the third quarter of 1973 is provisionally estimated at £473 million, at 1970 prices seasonally adjusted, 6 per cent higher than in the second quarter (which has been revised downwards by £7 million). Expenditure in the first three quarters of 1973 has also been 6 per cent higher than in the preceding three quarters, and 3 per cent above the first three quarters of 1972. The latter figure of 3 per cent was made up of increases of 5 per cent in expenditure on plant and machinery and 10 per cent in vehicles, partly offset by a fall of 7 per cent in new building work.

Distributive and service industries (excluding shipping)

Provisional estimates indicate that the capital expenditure of the distributive and service industries (excluding shipping) rose to £495 million, at 1970 prices, seasonally adjusted, in the third quarter

TABLE 1. FIXED CAPITAL EXPENDITURE AT 1970 PRICES SEASONALLY ADJUSTED OF MANUFACTURING, DISTRIBUTIVE AND SERVICE INDUSTRIES

£ million

Period	Total	Analysis by industrial sectors			Analysis by type of asset		
		Manufacturing industries	Distributive and service industries (excluding shipping)	Shipping industry	New building work	Vehicles	Plant and machinery
1960	2,582	1,436	955	192	765	517	1,300
1961	2,934	1,706	1,075	153	906	490	1,538
1962	2,778	1,575	1,075	129	909	438	1,432
1963	2,661	1,391	1,164	106	840	466	1,355
1964	3,085	1,569	1,359	158	945	590	1,550
1965	3,236	1,732	1,378	126	988	565	1,684
1966	3,244	1,780	1,344	120	954	556	1,733
1967	3,307	1,735	1,402	169	932	603	1,772
1968	3,689 (3,601)*	1,846 (1,795)*	1,553 (1,546)*	290 (260)*	950	759 (729)*	1,980 (1,922)*
1969	3,857 (3,945)*	1,976 (2,027)*	1,649 (1,656)*	232 (262)*	1,042	724 (754)*	2,091 (2,149)*
1970	4,217	2,129	1,723	364	1,068	850	2,299
1971	4,085	1,968	1,752	365	1,083	816	2,186
1972	4,089	1,775	1,861	454	1,065	947	2,077
1967 1st quarter	823	439	347	38	241	142	441
2nd quarter	862	453	354	56	236	167	459
3rd quarter	814	425	356	33	226	145	443
4th quarter	807	419	346	42	228	150	429
1968 1st quarter	880	440	386	54	229	173	479
2nd quarter	872	434	387	51	239	164	470
3rd quarter	916 (912)*	458 (454)*	383	76	239	193	484 (480)*
4th quarter	1,021 (937)*	515 (468)*	398 (391)*	109 (79)*	244	230 (200)*	547 (493)*
1969 1st quarter	898 (963)*	448 (483)*	400 (405)*	49 (74)*	252	171 (196)*	475 (515)*
2nd quarter	961 (977)*	496 (505)*	407 (409)*	58 (63)*	260	183 (188)*	519 (530)*
3rd quarter	1,001 (1,008)*	513 (520)*	424	64	272	184	545 (552)*
4th quarter	997	519	417	61	258	186	553
1970 1st quarter	1,016	515	421	80	254	203	559
2nd quarter	1,062	534	435	93	269	216	577
3rd quarter	1,056	538	430	88	266	209	580
4th quarter	1,083	542	438	104	279	222	582
1971 1st quarter	1,017	511	434	73	277	183	557
2nd quarter	1,030	498	433	99	268	214	548
3rd quarter	1,038	491	445	102	270	215	553
4th quarter	1,090	468	441	91	268	204	527
1972 1st quarter	1,014	466	449	99	269	209	536
2nd quarter	1,022	447	459	116	264	236	522
3rd quarter	1,007	430	469	107	264	236	507
4th quarter	1,047	432	484	131	268	267	512
1973 1st quarter	1,109	465	482	162	263	296	549
2nd quarter	1,004	447	468	89	253	219	533
3rd quarter	1,069	473	495	102	263	244	563

The total of manufacturing industry and of the distributive and service industries covers a wide sector of the economy, accounting—after exclusion of dwellings—for 53 per cent of total expenditure in 1972. The total comprises most industries and services outside agriculture, forestry and fishing, coal mining, public utilities, the public transport corporations and the public administration. The excluded parts are, except for agriculture, very largely in the public sector of the economy. For all industries covered, public expenditure (eg by the British Steel Corporation) is included. However, the figures are largely representative of the trend of expenditure of private industry and business.

* After allowing for expenditure, brought forward into 1968 from 1969 to secure the higher rate of investment grants which ended on 31 December 1968, estimated at £51 million for manufacturing industry, £7 million for distributive and service industry, and £30 million for shipping. The estimate for shipping is particularly uncertain because of the erratic nature of this industry's capital expenditure, while that for the distributive and service industries is uncertain because of the smallness of the effect.

For other footnotes, see end of article.

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of 1973—an advance of some 6 per cent over the previous quarter. In the first nine months of 1973, the volume of investment was about 5 per cent higher than in the corresponding period of 1972. This increase was attributable to greater investment in vehicles and plant and machinery, while expenditure on new building work was well maintained.

Shipping industry

Investment by this industry continues to fluctuate from quarter to quarter, and is provisionally estimated to have been £102 million, at 1970 prices, seasonally adjusted, in the third quarter of 1973. Over the first nine months of 1973, the volume of investment was some 9 per cent higher than in the corresponding period of 1972.

TABLE 2. FIXED CAPITAL EXPENDITURE OF MANUFACTURING INDUSTRY AT 1970 PRICES SEASONALLY ADJUSTED

£ million

Period	Total all manufacturing industries	Analysis by industry group									Analysis of type of asset		
		Food drink and tobacco	Coal and petroleum products	Chemicals	Metal manufacture	Engineering shipbuilding and metal goods	Vehicles	Textiles leather and clothing	Paper printing and publishing	Other manufacturing industries	New building work	Vehicles	Plant and machinery
1960	1,436.0	176.7	40.3	181.6	266.7	292.6	144.4	115.7	90.2	127.8	336.4	81.7	1,017.9
1961	1,705.9	185.5	43.0	221.5	359.1	321.8	193.9	141.6	100.3	139.2	416.2	76.2	1,213.5
1962	1,575.1	188.0	32.1	219.7	315.7	279.3	179.3	121.5	100.8	138.7	387.9	67.3	1,119.9
1963	1,391.4	191.5	41.9	173.6	187.7	280.2	169.5	111.7	100.9	134.4	310.1	81.2	1,000.1
1964	1,568.6	215.2	47.4	215.5	156.7	333.7	162.8	151.5	116.1	169.7	350.2	97.7	1,120.7
1965	1,732.2	216.1	47.7	274.6	151.1	356.3	181.6	173.8	127.5	203.5	390.2	102.2	1,239.8
1966	1,780.1	204.3	78.2	305.4	151.9	363.1	193.8	165.0	111.5	206.9	369.8	98.3	1,312.0
1967	1,735.2	236.0	123.6	255.7	155.3	352.5	194.5	132.9	108.7	176.0	317.1	99.5	1,318.6
1968	2,846.1 (1,795.1)•	246.0	127.4	255.5	145.7	390.8	171.9	176.4	111.8	220.6	330.8	109.2	1,406.1 (1,355.1)•
1969	1,976.1 (2,027.1)•	238.6	102.9	296.3	167.8	393.7	208.4	189.4	121.3	257.7	388.7	115.9	1,471.5 (1,522.5)•
1970	2,128.9	245.9	86.3	378.3	258.8	424.7	229.5	172.3	134.2	201.3	393.4	116.1	1,619.4
1971	1,967.6	227.2	117.3	337.6	297.3	371.1	152.2	139.3	113.2	212.4	344.7	107.7	1,515.2
1972	1,775.0	262.5	108.8	264.6	255.0	343.4	108.4	114.7	111.4	206.2	318.9	128.9	1,327.2
1967 1st quarter	438.6	60.2	25.3	64.0	40.8	87.9	50.3	36.8	27.3	46.0	88.8	22.7	327.1
2nd quarter	452.5	58.9	32.2	73.2	41.1	92.4	51.9	32.8	28.0	42.0	82.5	24.8	345.2
3rd quarter	424.8	58.4	33.3	57.2	40.4	86.4	45.6	31.4	28.4	43.7	73.6	26.1	325.1
4th quarter	419.3	58.5	32.8	61.3	33.0	85.8	46.7	31.9	25.0	44.3	72.2	25.9	321.2
1968 1st quarter	439.9	55.9	28.1	58.3	42.8	94.6	44.5	39.3	28.2	48.2	74.9	27.0	338.0
2nd quarter	434.1	60.4	30.8	62.4	37.0	90.9	39.9	34.8	25.0	52.9	80.0	26.1	328.0
3rd quarter	457.5 (453.5)•	63.5	29.5	61.5	34.4	97.7	49.0	42.3	26.1	53.5	85.9	26.9	344.7 (340.7)•
4th quarter	514.6 (467.6)•	66.2	39.0	73.3	31.5	107.6	38.5	60.0	32.5	66.0	90.0	29.2	395.4 (348.4)•
1969 1st quarter	448.2 (483.2)•	56.7	28.8	65.3	34.5	92.0	44.0	48.0	24.1	54.8	93.2	26.7	328.3 (363.3)•
2nd quarter	495.6 (504.6)•	61.8	25.4	75.0	40.2	95.3	53.9	47.6	31.4	65.0	96.4	30.7	368.5 (377.5)•
3rd quarter	513.2 (520.2)•	59.4	25.0	80.3	46.4	100.8	54.9	46.7	33.5	66.2	101.3	29.2	382.7 (389.7)•
4th quarter	519.1	60.7	23.7	75.7	46.7	105.6	55.6	47.1	32.3	71.7	97.8	29.3	392.0
1970 1st quarter	515.0	60.8	19.9	90.6	50.1	104.4	56.2	45.2	36.4	51.4	93.8	29.6	391.6
2nd quarter	534.2	65.2	21.7	94.1	58.2	107.0	58.4	45.1	33.6	50.9	100.0	29.3	404.9
3rd quarter	538.2	56.2	26.2	95.3	64.6	108.2	61.0	45.1	32.1	49.5	98.4	29.3	410.5
4th quarter	541.5	63.7	18.5	98.3	83.5	105.1	53.9	36.9	32.1	94.5	101.2	27.9	412.4
1971 1st quarter	510.7	57.0	25.9	89.6	71.0	103.4	42.8	40.5	29.3	51.2	90.4	26.4	393.9
2nd quarter	497.7	55.6	26.1	81.3	75.2	96.1	41.3	37.5	29.8	54.8	86.8	26.5	384.4
3rd quarter	491.0	56.7	32.2	84.7	78.0	89.2	36.9	31.2	27.5	54.6	82.4	26.7	381.9
4th quarter	468.2	57.9	33.1	82.0	73.1	82.4	31.2	30.1	26.6	51.8	85.1	28.1	355.0
1972 1st quarter	466.3	61.5	33.1	76.0	79.1	82.4	29.9	25.6	25.4	53.3	83.4	29.2	353.7
2nd quarter	446.5	62.6	30.7	70.8	68.5	81.9	24.4	28.1	27.4	52.1	81.0	30.2	335.3
3rd quarter	430.4	68.0	23.8	62.3	54.1	88.0	25.0	29.6	28.8	50.8	79.2	32.9	318.3
4th quarter	431.8	70.4	21.2	55.5	53.3	91.1	29.1	31.4	29.8	50.0	75.3	36.6	319.9
1973 1st quarter	464.7	74.9	18.7	57.0	57.6	102.9	32.7	36.1	30.8	54.0	77.5	34.7	352.5
2nd quarter	447.4	61.5	21.5	57.8	44.2	111.3	31.5	33.9	29.0	56.7	73.5	31.9	342.0
3rd quarter	472.8										76.3	34.8	361.7

(*continued on next page*)

British Labour Statistics: Historical Abstracts 1886-1968

This unique standard work of reference brings together all the main series of official statistics compiled by the Department of Employment and its predecessors since 1886, plus some for even earlier years. It contains 389 pages of tables and 50 pages of text and the subjects covered are wage rates, earnings, hours of work, retail prices, employment, unemployment, vacancies, family expenditure, industrial accidents, and disputes, membership of trade unions, labour costs and output per head. This will be a most valuable source-book for everyone concerned with the study and formulation of economic policies. **£7** (by post £7.25)

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FIXED CAPITAL EXPENDITURE AT 1970 PRICES SEASONALLY ADJUSTED

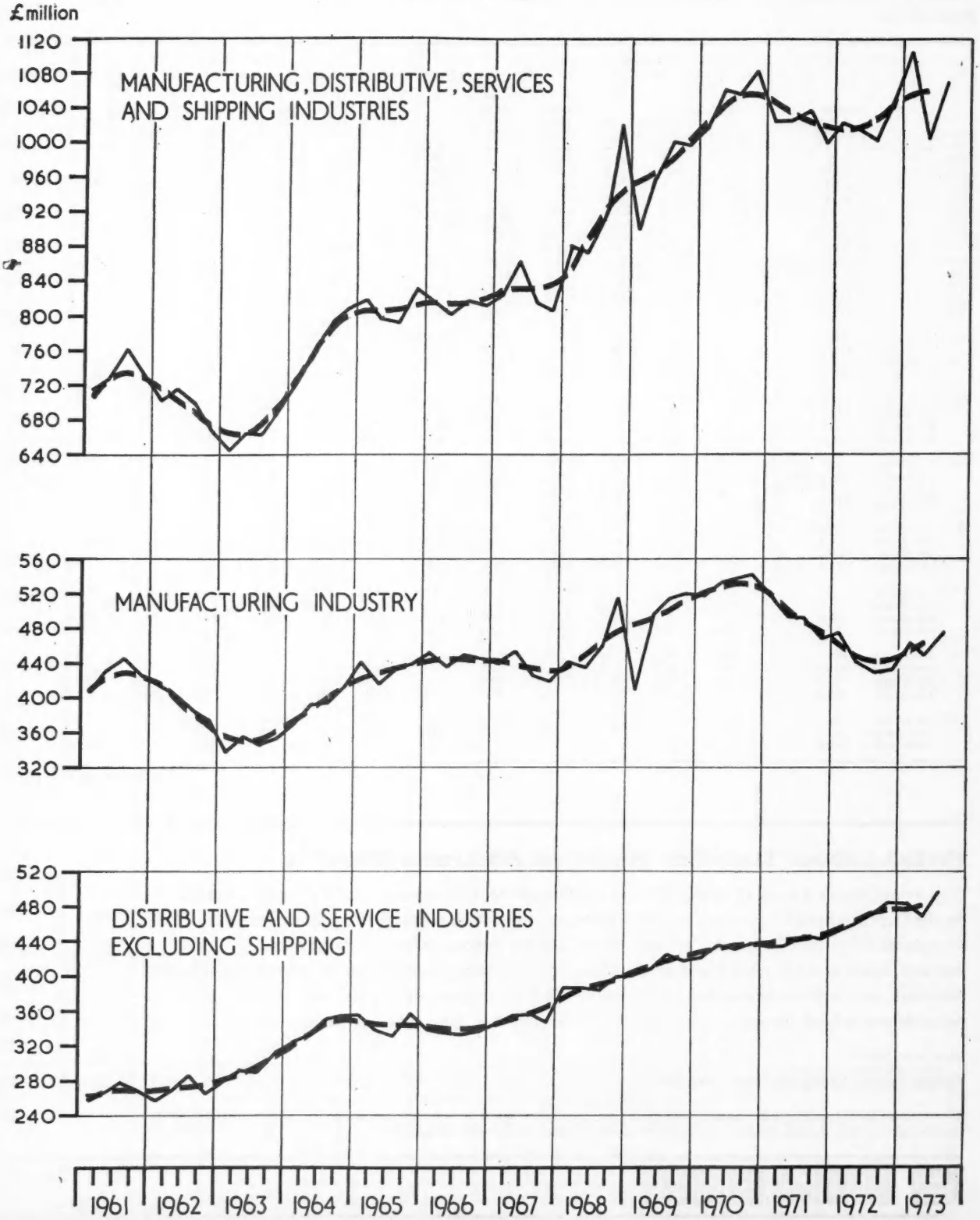

TABLE 3. FIXED CAPITAL EXPENDITURE IN THE DISTRIBUTIVE AND SERVICE INDUSTRIES (EXCLUDING SHIPPING) AT 1970 PRICES SEASONALLY ADJUSTED

£ million

Period	Total	Analysis by industry group			Analysis by type of asset		
		Wholesale distribution	Retail distribution	Other industries	New building work	Vehicles	Plant and machinery
1960	955	127	211	617	428	245	282
1961	1,075	136	235	705	490	261	324
1962	1,075	129	226	720	519	244	312
1963	1,164	141	245	779	528	282	355
1964	1,359	165	276	918	592	337	429
1965	1,378	164	257	957	592	342	444
1966	1,344	148	232	964	580	342	421
1967	1,402	169	224	1,008	611	338	453
1968	1,553 (1,546)•	165	282	1,107 (1,100)•	616	387	570 (563)•
1969	1,649 (1,656)•	160	295	1,194 (1,201)•	649	384	615 (622)•
1970	1,723	176	299	1,249	670	383	671
1971	1,752	185	310	1,258	736	355	661
1972	1,861	177	370	1,314	744	387	730
1967 1st quarter	347	39	56	252	151	82	113
2nd quarter	354	43	55	256	153	87	114
3rd quarter	356	43	56	257	152	87	118
4th quarter	346	43	59	244	155	82	108
1968 1st quarter	386	44	68	274	152	94	141
2nd quarter	387	40	70	277	158	88	141
3rd quarter	383	39	72	272	153	92	138
4th quarter	398 (391)•	42	72	284 (277)•	153	94	151 (144)•
1969 1st quarter	400 (405)•	39	72	289 (294)•	158	97	146 (151)•
2nd quarter	407 (409)•	39	72	296 (298)•	162	96	150 (152)•
3rd quarter	424	41	73	310	170	93	160
4th quarter	417	41	78	299	160	99	159
1970 1st quarter	421	44	76	301	159	95	167
2nd quarter	435	46	74	315	167	98	171
3rd quarter	430	45	75	309	166	96	167
4th quarter	438	41	74	323	177	95	166
1971 1st quarter	434	45	76	313	185	87	161
2nd quarter	433	46	80	307	181	92	161
3rd quarter	445	46	78	321	187	90	168
4th quarter	441	48	76	317	183	87	171
1972 1st quarter	449	44	83	322	184	90	174
2nd quarter	459	44	89	326	183	94	182
3rd quarter	469	41	96	333	184	99	186
4th quarter	484	49	103	332	192	103	189
1973 1st quarter	482	48	96	338	185	107	190
2nd quarter	468	44	103	321	179	99	190
3rd quarter	495				187	110	198

(continued on next page)

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CAPITAL EXPENDITURE
continued

TABLE 4. FIXED CAPITAL EXPENDITURE AT CURRENT PRICES OF MANUFACTURING, DISTRIBUTIVE AND SERVICE INDUSTRIES

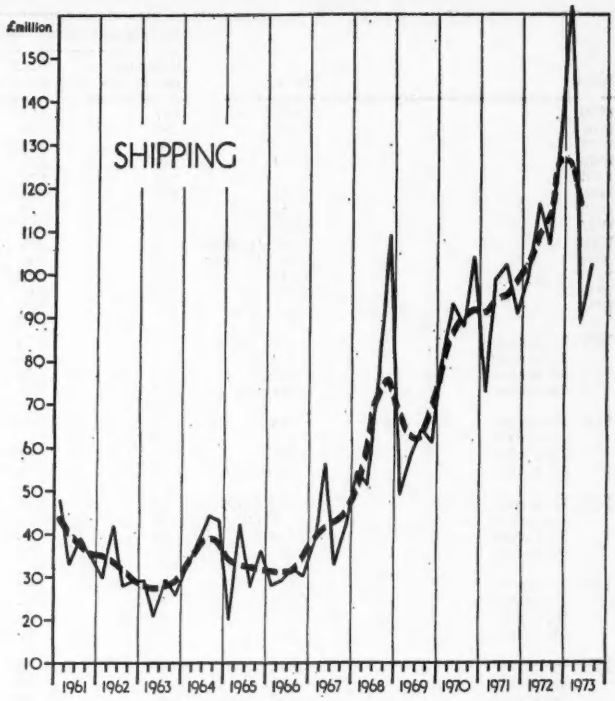
£ million

Period	Total	Manufacturing industry	Distributive and service industries (excluding shipping)	Shipping industry
1960	1,912	1,021	728	162
1961	2,213	1,248	833	132
1962	2,148	1,182	859	107
1963	2,094	1,068	942	84
1964	2,477	1,232	1,122	123
1965	2,692	1,423	1,169	100
1966	2,787	1,517	1,172	99
1967	2,862	1,485	1,237	140
1968	3,306	1,639	1,420	247
1969	3,599	1,822	1,559	217
1970	4,217	2,129	1,723	364
1971	4,438	2,161	1,893	384
1972	4,758	2,092	2,146	520
1967 1st quarter	693	360	304	29
2nd quarter	731	377	310	44
3rd quarter	687	360	301	25
4th quarter	752	389	322	42
1968 1st quarter	749	362	346	41
2nd quarter	763	372	348	43
3rd quarter	804	406	339	59
4th quarter	990	499	388	104
1969 1st quarter	791	382	372	38
2nd quarter	871	438	381	53
3rd quarter	917	473	386	57
4th quarter	1,020	530	420	70
1970 1st quarter	938	465	403	71
2nd quarter	1,033	511	427	95
3rd quarter	1,043	547	419	77
4th quarter	1,202	607	474	122
1971 1st quarter	1,027	517	446	65
2nd quarter	1,080	514	458	108
3rd quarter	1,117	553	471	94
4th quarter	1,214	578	517	119
1972 1st quarter	1,109	521	497	91
2nd quarter	1,152	490	522	139
3rd quarter	1,144	514	524	106
4th quarter	1,354	567	603	184
1973 1st quarter	1,327	568	594	165
2nd quarter	1,255	538	595	121
3rd quarter	1,342	616	616	110

NOTES TO TABLES

Capital expenditure comprises expenditure on vehicles (including ships) and plant and machinery less receipts from sales of these assets, and on new building work.

FIXED CAPITAL EXPENDITURE AT 1970 PRICES SEASONALLY ADJUSTED



The analysis by industry group follows the Standard Industrial Classification Revised 1968 edition:

Manufacturing Orders III to XIX
Distributive Trades Order XXIII
Wholesale MLH 810, 811, 812, 831, 832 (except leasing by finance houses and similar businesses)
Retail MLH 820, 821
Other Industries Order XX (Construction); XXII (Transport and Communication) excluding 701—Railways, 706—Port and Inland Water Transport, 707—Air Transport and 708—Postal Services and Telecommunications; XXIV (Insurance, Banking, Finance and Business Services) including leasing by Finance Houses and similar Businesses and excluding Trustee Savings Banks; XXV (Professional and Scientific Services) excluding 872—Educational Services and 874—Medical and Dental Services; and XXVI (Miscellaneous Services).

The estimates, with the exception of those for manufacturing industry in Table 2, are shown to the nearest £m but should not be regarded as accurate to this degree and care should be taken in using the industry figures in Tables 2 and 3 because of the margins of error involved in the quarterly seasonal adjustments. Also, there may be an apparent discrepancy between the totals and the sum of the constituent parts due to rounding.

Registrations of British, Community and foreign films

The following are details of films registered by the Department of Trade and Industry under the Films Acts 1960 to 1970, as amended by the European Communities Act 1972, during the week ended Friday, November 30, 1973.
BR/E indicates that the film is a British quota film, EC that the film is a quota film. The date which forms part of the registration number of each is the date on which quota life of the film expires.

Title of film	Registered No.	Playing time minutes	Date of registration	Registered in the name of	Maker's name
			BRITISH		
Scream . . . and Die	BR/E 37146/2/12/78	99	November 26	Variety Film Distributors Ltd.	Blackwater Film Productions Ltd.
The Movement Movement	BR/E 37153/2/12/78	30	November 28	Knight Film Distribution Ltd.	Derrick Knight and Partners Ltd.
Holiday On The Buses	BR/E 37157/2/12/78	86	November 29	MGM-EMI Distributors Ltd.	Hammer Film Productions Ltd.
Movietone News 2321	BR/E 37042/2/12/78	7	November 30	British Movietonews Ltd.	British Movietonews Ltd.
Movietone News 2321A	BR/E 37043/2/12/78	7	November 30	British Movietonews Ltd.	British Movietonews Ltd.
			COMMUNITY		
Ape and Super Ape	EC 37158/2/12/78	103	November 29	MGM-EMI Distributors Ltd.	Bert Haanstra Films B.V., Holland
			FOREIGN		
Honor Thy Father	F 37145	92	November 26	Fox-Rank Distributors Ltd.	Halcyon Productions and Metromedia Producers Corporation
Bonnies Kids	F 37147	105	November 26	Variety Film Distributors Ltd.	Columbus Films International Inc.
Mr. Rossi At Photo Safari	F 37148	10	November 26	Contemporary Films Ltd.	Bruno Bozzetto s.r.l., Milan
Mr. Rossi At Camping	F 37149	10	November 26	Contemporary Films Ltd.	Bruno Bozzetto s.r.l., Milan
An Award For Mr. Rossi	F 37150	10	November 26	Contemporary Films Ltd.	Bruno Bozzetto s.r.l., Milan
Pull My Daisy	F 37151	28	November 26	Contemporary Films Ltd.	Robert Frank and Sweeney Films
The Mad Bomber	F 37152	87	November 28	Scotia-Barber Distributors Ltd.	College Films Ltd.
Tup Tup	F 37154	10	November 28	Knight Film Distribution Ltd.	Zagreb Studios, Zagreb
Paper Moon	F 37155	103	November 28	Cinema International Corporation (UK)	The Director's Company
The Father	F 37156	100	November 29	Gala Film Distributors Ltd.	Svenska Filminstitutet, Stockholm

Manufacturers' and distributors' stocks in the third quarter of 1973

Manufacturing industry

MANUFACTURERS' stocks are provisionally estimated to have increased by £97 million at 1970 prices, seasonally adjusted, in the third quarter of 1973. This is the third consecutive quarter of substantial stockbuilding, though the increase in the third quarter was almost entirely in work in progress. Materials and fuel stocks showed only a very small increase and finished goods stocks fell for the second quarter running.

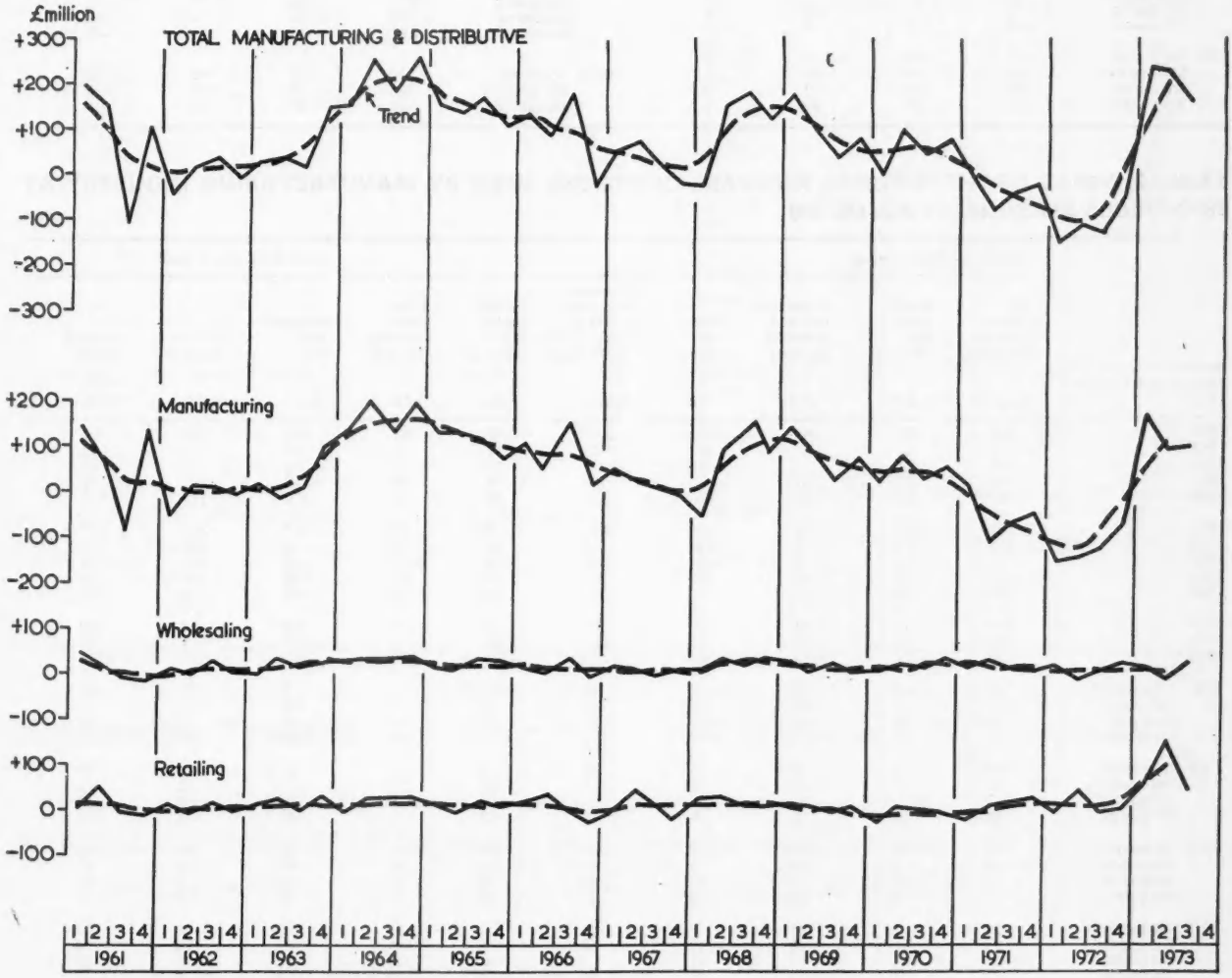
Manufacturers' stocks/output ratio fell to a new low of 87.3 (in index form, end 1969 = 100), owing to the faster rise in the output index.

Distributive industries

Wholesalers' stocks are provisionally estimated to have risen by £22 million, at 1970 prices, seasonally adjusted, in the third quarter of 1973. This rise was mainly due to an exceptional increase in stocks held by general wholesale distributors, partly offset by a reduction in stocks for dealers in industrial materials and machinery. Retailers' stocks rose by £40 million, at 1970 prices, seasonally adjusted, over the same period.

(continued on next page)

VALUE OF PHYSICAL INCREASE IN INDUSTRY'S STOCKS AT 1970 PRICES SEASONALLY ADJUSTED



Notes relating to Tables 1 to 4

The analysis by industry group follows the Standard Industrial Classification (1968 edition)
Manufacturing Orders III to XIX
Distributive Trades Order XXIII:

Wholesale MLH 810, 811, 812, 831, 832 (except leasing by Finance Houses)
Retail MLH 820, 821

The estimates are shown to the nearest £ million but should not be regarded as accurate to this degree and care should be taken in using the industry figures in Tables 2 and 3 because of the margin of error involved in quarterly seasonal adjustments. Differences between totals and the sum of constituent parts are due to rounding.

MANUFACTURERS' AND DISTRIBUTORS' STOCKS
continued

TABLE 1. VALUE OF PHYSICAL INCREASE OF MANUFACTURERS' AND DISTRIBUTORS' STOCKS AT 1970 PRICES SEASONALLY ADJUSTED

£ million

	Total	Manu-facturing	Wholesaling	Retailing
Level of stocks at end 1972	12,617	9,260	1,715	1,642
1960	777	654	75	48
1961	341	263	41	37
1962	−3	−40	31	6
1963	192	103	35	54
1964	834	653	118	63
1965	556	460	67	29
1966	359	315	28	16
1967	115	72	17	26
1968	414	269	85	60
1969	375	320	42	13
1970	205	175	68	−38
1971	−145	−218	52	21
1972	−448	−498	28	22
1967 1st quarter	49	46	14	−11
2nd quarter	72	24	7	41
3rd quarter	19	11	−8	16
4th quarter	−24	−9	5	−20
1968 1st quarter	−31	−59	6	22
2nd quarter	148	91	32	25
3rd quarter	178	153	18	7
4th quarter	121	85	30	6
1969 1st quarter	174	140	22	12
2nd quarter	90	83	1	6
3rd quarter	36	24	19	−7
4th quarter	76	73	1	2
1970 1st quarter	−4	22	5	−31
2nd quarter	96	76	18	2
3rd quarter	39	26	16	−3
4th quarter	74	51	29	−6
1971 1st quarter	2	10	14	−22
2nd quarter	−80	−113	26	7
3rd quarter	−43	−67	9	15
4th quarter	−23	−47	3	21
1972 1st quarter	−150	−156	15	−9
2nd quarter	−117	−145	−12	40
3rd quarter	−129	−125	4	−8
4th quarter	−51	−72	22	−1
1973 1st quarter	238	168	18	52
2nd quarter	224	87	−16	152
3rd quarter	159	97	22	40

TABLE 2. VALUE OF THE PHYSICAL INCREASE OF STOCKS HELD BY MANUFACTURING INDUSTRY AT 1970 PRICES SEASONALLY ADJUSTED

£ million

	Analysis by industry group							Analysis by type of asset		
	All manu-facturing industries	Food, drink and tobacco	Chemicals, coal and petroleum products	Metal manu-facture	Engineer-ing, ship-building, vehicles and metal goods	Textiles leather and clothing	Other manu-facturing industries	Materials and fuel	Work in progress	Finished goods
Level of stocks at end 1972	9,260	1,244	852	725	4,615	760	1,064	3,179	3,692	2,389
1960	654	66	46	110	311	37	82	309	134	211
1961	263	23	33	11	141	13	42	69	92	102
1962	− 40	38	1	−39	− 18	− 21	—	− 86	2	44
1963	103	12	−8	− 8	88	4	16	− 13	101	15
1964	653	20	56	46	406	76	50	232	319	103
1965	460	19	33	38	305	3	62	117	207	137
1966	315	1	36	−23	222	31	48	10	145	160
1967	72	34	7	−41	120	−38	−11	−16	140	−52
1968	269	10	72	37	67	34	49	102	108	59
1969	320	33	75	−5	73	76	69	108	25	187
1970	175	11	42	37	71	2	12	138	−63	100
1971	−218	10	15	8	−198	−61	8	−237	1	19
1972	−498	−11	−29	−46	−290	−104	−18	−178	−109	−211
1967 1st quarter	46	−3	11	−1	50	−13	2	6	53	−13
2nd quarter	24	7	−17	−9	46	−3	−1	−9	22	11
3rd quarter	11	28	24	−12	−27	5	−7	−1	18	−6
4th quarter	−9	3	−12	−19	50	−27	−5	−13	48	−44
1968 1st quarter	−59	5	8	2	−57	−9	−7	29	−5	−84
2nd quarter	91	—	30	6	14	20	21	−1	26	66
3rd quarter	153	−11	22	24	92	10	16	38	69	46
4th quarter	85	16	12	6	19	13	19	35	18	31
1969 1st quarter	140	11	23	5	61	24	17	41	41	58
2nd quarter	83	−2	16	4	34	12	20	54	−11	41
3rd quarter	24	31	2	−11	−44	24	22	−8	1	30
4th quarter	73	−6	34	−3	22	15	11	22	−6	57
1970 1st quarter	22	3	21	−7	−14	5	12	26	−43	39
2nd quarter	76	7	3	12	50	5	−1	67	23	−14
3rd quarter	26	−1	13	11	4	—	−1	27	−40	38
4th quarter	51	1	5	20	31	−8	3	18	−3	37
1971 1st quarter	10	1	−3	38	−22	−10	7	−40	6	44
2nd quarter	−113	−3	12	−25	−60	−39	1	−70	−35	−9
3rd quarter	−67	−14	3	−8	−40	−7	−1	−72	20	−15
4th quarter	−47	27	3	3	−76	−5	1	−56	10	−1
1972 1st quarter	−156	−11	9	−48	−49	−35	−23	−54	−20	−82
2nd quarter	−145	16	−32	4	−122	−19	8	−75	−13	−56
3rd quarter	−125	−18	6	−3	−69	−30	−10	−42	−38	−45
4th quarter	−72	1	−11	1	−50	−21	7	−7	−38	−28
1973 1st quarter	168	20	13	24	65	6	40	62	70	36
2nd quarter	87	−4	22	−8	66	19	−7	81	43	−37
3rd quarter	97							2	122	−27

TABLE 3. VALUE OF THE PHYSICAL INCREASE OF STOCKS HELD BY WHOLESALERS AT 1970 PRICES SEASONALLY ADJUSTED

£ million

	Total wholesalers	General wholesale distributors	Dealers in coal, builders materials, etc.	Dealers in industrial materials and machinery
Level of stocks at end 1972	1,715	1,040	163	512
1960	75	43	6	27
1961	41	27	1	14
1962	31	5	5	21
1963	35	14	7	14
1964	118	62	17	39
1965	67	30	7	31
1966	28	21	—	7
1967	17	9	—	8
1968	85	57	4	25
1969	42	19	−2	26
1970	68	15	—	53
1971	52	41	−3	14
1972	28	31	14	−17
1967 1st quarter	14	2	1	12
2nd quarter	7	13	−6	−1
3rd quarter	−8	−9	4	−3
4th quarter	5	4	1	—
1968 1st quarter	6	26	—	−20
2nd quarter	32	15	5	12
3rd quarter	18	10	−1	9
4th quarter	30	6	—	24
1969 1st quarter	22	14	−1	9
2nd quarter	1	−13	−1	14
3rd quarter	19	14	2	3
4th quarter	1	4	−2	−1
1970 1st quarter	5	−3	1	6
2nd quarter	18	10	−3	11
3rd quarter	16	−4	−2	21
4th quarter	29	11	4	14
1971 1st quarter	14	3	1	11
2nd quarter	26	20	1	5
3rd quarter	9	12	—	−3
4th quarter	3	6	−4	2
1972 1st quarter	15	2	2	10
2nd quarter	−12	−4	3	−11
3rd quarter	4	23	3	−22
4th quarter	22	10	6	6
1973 1st quarter	18	42	−12	−12
2nd quarter	−16	−1	4	−19
3rd quarter	22			

TABLE 4. INCREASE IN THE BOOK VALUE OF MANUFACTURERS' AND DISTRIBUTORS' STOCKS

£ million

	Total	Manufacturing	Wholesaling	Retailing
Level of stocks at end 1972	14,723	10,793	2,017	1,913
1960	647	543	60	44
1961	375	274	40	61
1962	85	24	30	31
1963	294	200	44	50
1964	891	670	136	85
1965	694	571	73	50
1966	586	480	51	55
1967	260	180	47	33
1968	849	581	138	130
1969	969	775	104	90
1970	1,140	898	162	80
1971	699	399	160	140
1972	550	242	189	119
1967 1st quarter	27	22	−15	20
2nd quarter	67	33	1	33
3rd quarter	65	31	30	4
4th quarter	102	94	32	−24
1968 1st quarter	140	62	23	55
2nd quarter	293	203	30	60
3rd quarter	227	166	57	4
4th quarter	189	150	28	11
1969 1st quarter	296	222	16	58
2nd quarter	250	205	18	27
3rd quarter	179	126	65	−12
4th quarter	243	222	4	17
1970 1st quarter	283	254	16	13
2nd quarter	312	258	26	28
3rd quarter	226	139	78	9
4th quarter	321	248	43	30
1971 1st quarter	244	193	29	22
2nd quarter	277	182	60	55
3rd quarter	96	11	70	15
4th quarter	82	34	—	48
1972 1st quarter	−10	−34	−2	26
2nd quarter	98	20	18	60
3rd quarter	151	53	99	−1
4th quarter	313	204	75	34
1973 1st quarter	542	417	39	86
2nd quarter	619	504	53	62
3rd quarter	875	577	214	84

Book Values exclude VAT. Purchase Tax payable on retailers' stock prior to the second quarter of 1973.

(*continued on next page*)

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TABLE 5. THE RELATIONSHIP OF MANUFACTURERS' STOCKS TO MANUFACTURING PRODUCTION

Index numbers—4th quarter 1969 = 100
Seasonally adjusted

	Stock levels at 1970 prices	Production (with 1970 net output weight)	Ratio of Stocks to Production
1962 Q 1	78	74	104.3
2	78	76	102.7
3	78	76	101.9
4	78	75	103.3
1963 Q 1	78	74	105.3
2	78	77	101.0
3	78	79	97.7
4	79	81	96.7
1964 Q 1	80	84	95.1
2	82	84	97.5
3	83	85	98.1
4	85	87	97.7
1965 Q 1	87	87	99.5
2	88	87	100.7
3	89	87	102.3
4	90	89	101.5
1966 Q 1	91	90	101.1
2	92	90	102.2
3	93	90	103.3
4	93	87	106.8
1967 Q 1	94	89	105.7
2	94	90	104.9
3	94	90	104.8
4	94	91	102.7
1968 Q 1	93	95	98.4
2	94	96	98.4
3	96	96	99.5
4	97	97	99.7
1969 Q 1	98	99	99.6
2	99	100	98.7
3	99	100	99.6
4	100	100	100.0
1970 Q 1	100	100	100.3
2	101	99	101.7
3	101	100	101.1
4	102	101	100.8
1971 Q 1	102	100	101.8
2	101	100	100.3
3	100	99	100.6
4	100	99	100.5
1972 Q 1	98	98	99.5
2	96	101	95.2
3	95	102	93.6
4	94	105	89.6
1973 Q 1	96	110	87.5
2	97	111	87.9
3	98	112	87.3

(1) The index numbers of the level of stocks relate to the end of each quarter; the index of production refers to production during the quarter.
(2) The 1970 index of production has been rebased on the fourth quarter of 1969 for the purpose of this table.
(3) The index numbers of the stocks production ratio are calculated from unrounded estimates of the data in the previous two columns.

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Miscellaneous manufacturer's industry (39p).

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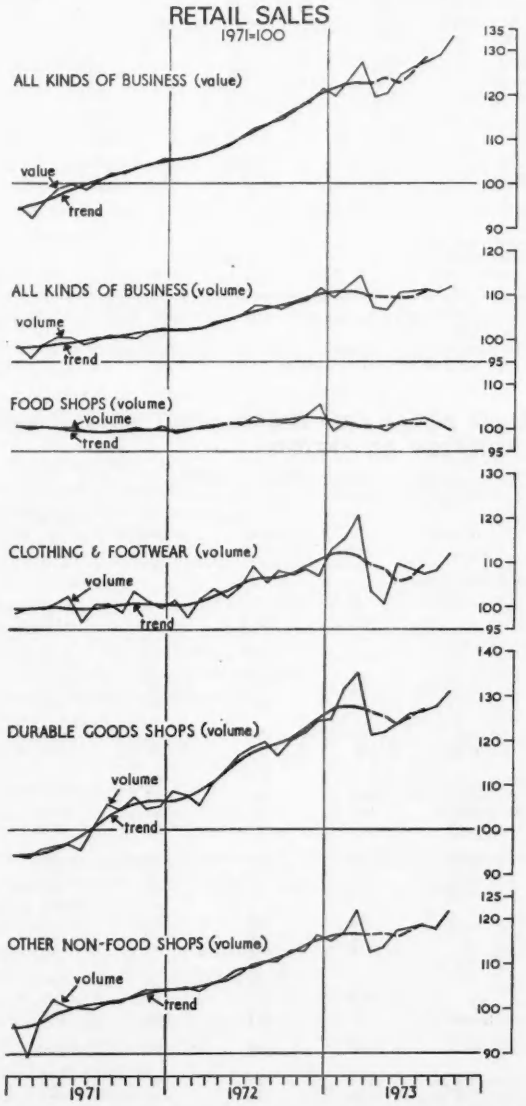
Retail sales in October

THE seasonally adjusted index of the volume of retail sales in October is 111.9 (1971 = 100), a somewhat higher level than in recent months. In October there were marked increases in each of the three main non-food categories, but there was a fall in sales by food shops.

In the first four months of the second half of 1973 the average volume of sales was ¾ per cent more than the monthly average for the first half of the year. Over this period sales by food shops rose by ½ per cent and sales by non-food shops were up by 1 per cent. Within this latter group sales by clothing and footwear shops were 1½ per cent lower, but sales by durable goods shops were up by 1 per cent and sales by other non-food shops (which include department stores and mail-order businesses) were 2 per cent higher.

In the three months August to October the total volume of sales was 3½ per cent higher than in the corresponding period of 1972.



The indices for all shops, food shops and total non-food shops are shown to the first decimal place to help interpretation, but should not be regarded as necessarily accurate to the final digit. The best indication of the recent trend is normally obtained by comparing the average index for the latest three months with the average for the immediately preceding three months but month to month fluctuations may sometimes make it preferable to average two or four months.

The monthly periods consist of four weeks except those marked * which are of five weeks. The October 1973 sales period was the four weeks from September 30, 1973 to October 27, 1973. The corresponding period in 1972 was from October 1, 1972 to October 28, 1972.

(†) Including department stores and mail order businesses.

TABLE 1. VOLUME OF RETAIL SALES SEASONALLY ADJUSTED

Index numbers of sales per week (average 1971 prices) 1971 = 100

	All kinds of business	Food shops	Non-food shops Total	Clothing and footwear shops	Durable goods shops	Other non-food shops (†)
(Sales in 1971 £ million Provisional estimates)	(15,895)	(6,693)	(9,202)	(2,314)	(1,801)	(5,087)
1966	92.8	98.3	89.0	93	84	89
1967	94.6	99.5	91.1	93	87	92
1968	97.2	100.5	94.8	96	92	96
1969	97.3	101.6	94.2	96	89	96
1970	99.0	101.7	97.1	98	92	99
1971	100.0	100.0	100.0	100	100	100
1972	105.8	101.5	109.0	105	115	109
1971 1st quarter	97.8	100.5	95.8	99	95	95
2nd quarter	99.7	99.8	99.6	100	96	101
3rd quarter	100.5	99.6	101.1	100	104	101
4th quarter	102.1	100.2	103.5	101	106	104
1972 1st quarter	102.1	99.7	103.9	100	107	104
2nd quarter	104.6	101.0	107.1	104	114	107
3rd quarter	107.2	101.9	111.1	108	118	110
4th quarter	109.5	103.3	114.0	107	122	114
1973 1st quarter	112.0	100.6	120.3	116	131	118
2nd quarter	108.2	100.6	113.7	105	122	115
3rd quarter	110.7	101.7	117.3	108	127	118
1972 August	107.1	101.8	111.0	105	120	110
September*	106.9	101.3	111.0	108	117	110
October	108.0	101.4	112.8	107	120	113
. . .						
1973 January	109.4	99.6	116.5	113	125	115
February	111.8	101.4	119.4	115	132	117
March*	114.2	100.7	124.1	120	135	122
April	107.1	100.5	111.9	103	121	113
May	106.7	99.5	111.9	100	122	114
June*	110.3	101.5	116.7	110	124	117
July	110.8	102.0	117.1	108	126	118
August	111.0	102.3	117.3	107	126	119
September*	110.4	100.9	117.3	108	128	118
October	111.9	99.4	121.0	112	131	122
1973 May-July	109.3	101.0	115.3	106	124	116
Aug.-Oct.	111.0	100.9	118.4	109	128	119
Percentage increase	1.6	−0.1	2.7	3	4	2

(*continued on next page*)

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RETAIL SALES
continued

TABLE 2. VALUE OF RETAIL SALES SEASONALLY ADJUSTED

Index numbers of value of sales per week (current prices) 1971 = 100

(Sales in 1971 £ million Provisional Estimates)	All kinds of business (15,895)	Food shops (6,693)	Non-food shops Total (9,202)	Clothing and footwear shops (2,314)	Durable goods shops (1,801)	Other non-food shops (†) (5,087)
1966	72.7	75.0	71.0	77	68	69
1967	75.3	77.2	73.8	78	72	73
1968	80.4	81.2	79.9	82	79	80
1969	84.9	87.0	83.3	85	79	84
1970	91.4	92.1	90.9	92	87	92
1971	100.0	100.0	100.0	100	100	100
1972	112.0	108.9	114.2	112	118	114
1971 1st quarter	94.5	95.8	93.5	97	93	92
2nd quarter	99.2	99.2	99.3	99	96	101
3rd quarter	101.7	101.2	102.0	100	104	102
4th quarter	104.6	103.9	105.1	103	106	106
1972 1st quarter	106.0	104.7	106.9	105	109	107
2nd quarter	109.1	106.3	111.2	110	115	110
3rd quarter	113.9	110.1	116.6	116	121	115
4th quarter	118.9	114.6	122.1	119	128	122
1973 1st quarter	123.7	115.4	129.8	131	138	126
2nd quarter	121.8	119.6	123.4	121	128	123
3rd quarter	127.7	124.4	130.0	129	136	129
1972 August	113.8	110.5	116.2	113	123	115
September*	114.6	110.8	117.4	118	120	116
October	116.8	111.9	120.3	117	125	120
. . .						
1973 January	119.9	112.6	125.2	126	131	123
February	123.2	115.8	128.5	130	138	125
March*	127.3	117.3	134.5	136	143	131
April	119.6	118.0	120.8	118	126	120
May	120.5	119.3	121.4	116	127	122
June*	124.6	121.1	127.2	128	130	126
July	126.2	122.3	129.0	127	134	128
August	127.5	124.3	129.9	128	135	129
September*	129.0	126.3	130.9	130	137	129
October	133.1	128.5	136.5	136	140	135
1973 May-July	123.8	120.9	126.0	124	130	125
Aug.-Oct.	129.8	126.4	132.3	131	137	131
Percentage increase	4.8	4.5	5.0	6	5	5

Hire purchase and other instalment credit business in October

THE total amount of new instalment credit advanced by finance houses and retailers in October was £249 million (in seasonally-adjusted terms). This was more than in most other recent months, particularly in the case of lending by retailers which totalled £126 million. In the latest three months August-October, compared with the preceding three months, advances by finance houses increased by 11 per cent and those of retailers by 5 per cent.

The value of retailers' total sales on instalment credit increased by 4 per cent between the two three-monthly periods. Sales by durable goods shops showed a small increase of 1 per cent and those of department stores were up by 4 per cent. Other instalment credit retailers (mainly mail-order houses) increased their sales by 6 per cent on average in the August-October period compared with May-July.

The total of instalments owing to finance houses and retailers increased by £33 million in October and by £107 million in the latest three months as a whole, compared with £77 million from May to July. Of the £107 million, £81 million was the increase in debt to finance houses and £26 million to retailers. At the end of October the total debt outstanding to finance houses and retailers was £2,399 million (*not* seasonally adjusted), 24 per cent more than a year earlier.

TABLE 1. HIRE-PURCHASE AND OTHER INSTALMENT CREDIT BUSINESS SEASONALLY ADJUSTED

£ million

	Total		Finance Houses†		Retailers‡	
	New credit extended	Increase in debt	New credit extended	Increase in debt	New credit extended	Increase in debt
1969	1,587	−20	701	−21	886	1
1970	1,735	84	822	58	913	26
1971	2,053	240	990	165	1,063	75
1972	2,497	424	1,222	296	1,275	128
1971 3rd quarter	572	107	285	74	287	33
4th quarter	572	83	274	61	298	22
1972 1st quarter	575	87	273	57	302	30
2nd quarter	612	108	304	75	308	33
3rd quarter	640	123	309	75	331	48
4th quarter	670	106	336	89	334	17
1973 1st quarter	770	177	402	136	368	41
2nd quarter	666	78	329	53	337	25
3rd quarter	720	108	368	84	352	24
1973 April	220	35	109	22	111	13
May	221	11	109	8	112	3
June	225	32	111	23	114	9
July	235	34	117	25	118	9
August	252	40	133	32	119	8
September	233	34	118	27	115	7
October	249	33	123	22	126	11
1973 May-July	681	77	337	56	344	21
Aug.-Oct.	734	107	374	81	360	26
Percentage increase	8		11		5	
Debt outstanding at December 31, 1972 (unadjusted)	—	2,047	—	1,306	—	741

† Direct business only: ie excluding agreements block discounted with finance houses by retailers.

‡ Durable goods shops, department stores and 'other instalment credit retailers'. For further definitions see footnote to Table 2

TABLE 2. RETAILERS' INSTALMENT CREDIT SALES SEASONALLY ADJUSTED

Index numbers of value of sales per week (current prices) 1966 = 100

	Total†	Durable goods shops	Department stores	Other instalment credit retailers‡
H.P. and other instalment credit sales in 1966 § £ million	(862)	(327)	(46)	(489)
1969	111	100	113	117
1970	121	112	119	128
1971	134	138	138	131
1972	158	162	157	155
1971 3rd quarter	143	154	145	136
4th quarter	147	153	145	144
1972 1st quarter	149	151	152	148
2nd quarter	153	163	157	146
3rd quarter	164	167	164	162
4th quarter	165	166	155	166
1973 1st quarter	183	177	188	186
2nd quarter	168	159	176	173
3rd quarter	174	163	184	181
1973 April	166	159	172	170
May	168	158	178	174
June*	170	160	177	176
July	176	167	185	181
August	177	161	181	187
September*	171	161	184	176
October	188	168	196	200
1973 May-July av.	171	162	180	177
Aug.-Oct. av.	178	163	187	187
Percentage increase	4	1	4	6

† Durable goods shops, department stores and 'other instalment credit retailers'.

‡ General stores (other than department stores), general mail order houses and co-operative societies' non-durable goods departments.

§ Excluding sales against checks issued by other organisations.

The monthly periods for retailers consists of four weeks except those marked * which are of five weeks. The period covered by October 1973 sales was the four weeks from September 30, 1973 to October 27, 1973. The corresponding period in 1972 was from October 1, 1972 to October 28, 1972.

Index to statistics and organisational information published regularly in TRADE and INDUSTRY

A = annually M = monthly Q = quarterly 6M = every six months.
Dates before October 21, 1970, refer to articles in the *Board of Trade Journal*.

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civil aviation balance of payments (A)	Mar. 16 1972
trade by air (6M)	Oct. 18 1973
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(*see also* Overseas trade of the UK)	
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Dept. of Trade and Industry organisation etc.

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Guide to DTI	This week
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Programme of trade promotions	Oct. 18 1973
Release dates of economic statistics	Nov. 29 1973

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GOVERNMENT SALES

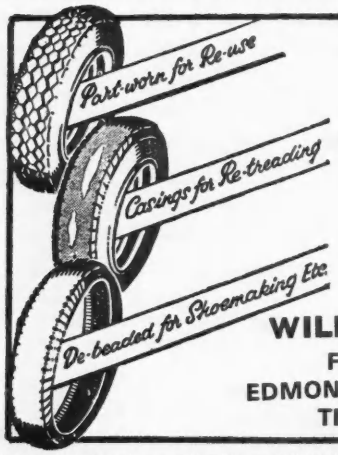
MINISTRY OF DEFENCE

December 12, 1973 Miscellaneous Stores

Location: The Hilltop Motor Hotel, London Road, Carlisle

Auctioneers: Harrison & Hetherington Ltd. (Dept. L), Botchergate, Carlisle CA1 1SE (Tel: 0228-26292)

57 vehicles including Ford, Austin and Morris saloons; Ford estate cars; Morris ambulances; Commer and Austin vans; Morris mini buses; fork lift trucks, etc.; machine and hand tools; power units; alternator units; receiver units; test sets; modulators; capacitors; transistors; thermostats; transformers; rectifiers; indicators; oscilloscopes; electronic valves; micrometers; calipers; clinometers; gauges; barometers; thermometers; cameras; binoculars; clocks and watches. Miscellaneous textiles; furniture; paint; **Seven timber buildings** 3,000 to 10,000 sq. ft. and a 20,000 gal water tank.



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January 5, 1974 Miscellaneous Stores

Location: Mod Stores Depot Aston Down, Stroud, Glos GL6 8HT

Auctioneers: Hobbs & Chambers (Dept. L), 'At the Sign of the Bell,' Cirencester, Glos (Tel: 0285-2562)

Ford Cortina; Mech. sweeper; Bedford utilabrake; Bedford 3 ton tipper; 6 KW servicing trolleys; Alfred Herbert vertical drill; mobile gen. set; nose jacks; DC rigs; Fordson diesel engine; Ford and JAP engines; Speedivax pumps; tyres various; blower heaters; drills; reamers; cutters; stocks and dies. Allen auto sythe; oscilloscopes; signal generators; sollarscopes; frequency regulators; avometers; receivers; capacitors; relays and resistors. tables; bureaux; wardrobes; sideboards; chests of drawers; plan chest; office desks; steel filing cabinets, etc. Asoflex copier; survey and drawing equipment. Miscellaneous textiles.

Catalogues of the above sales, which give details of the lots, conditions of sale, viewing time:, etc. are available from the relevant auctioneers from two weeks prior to and up to the date of the sale, price 10p (postal order only).

Sale by Tender—Machine Tools

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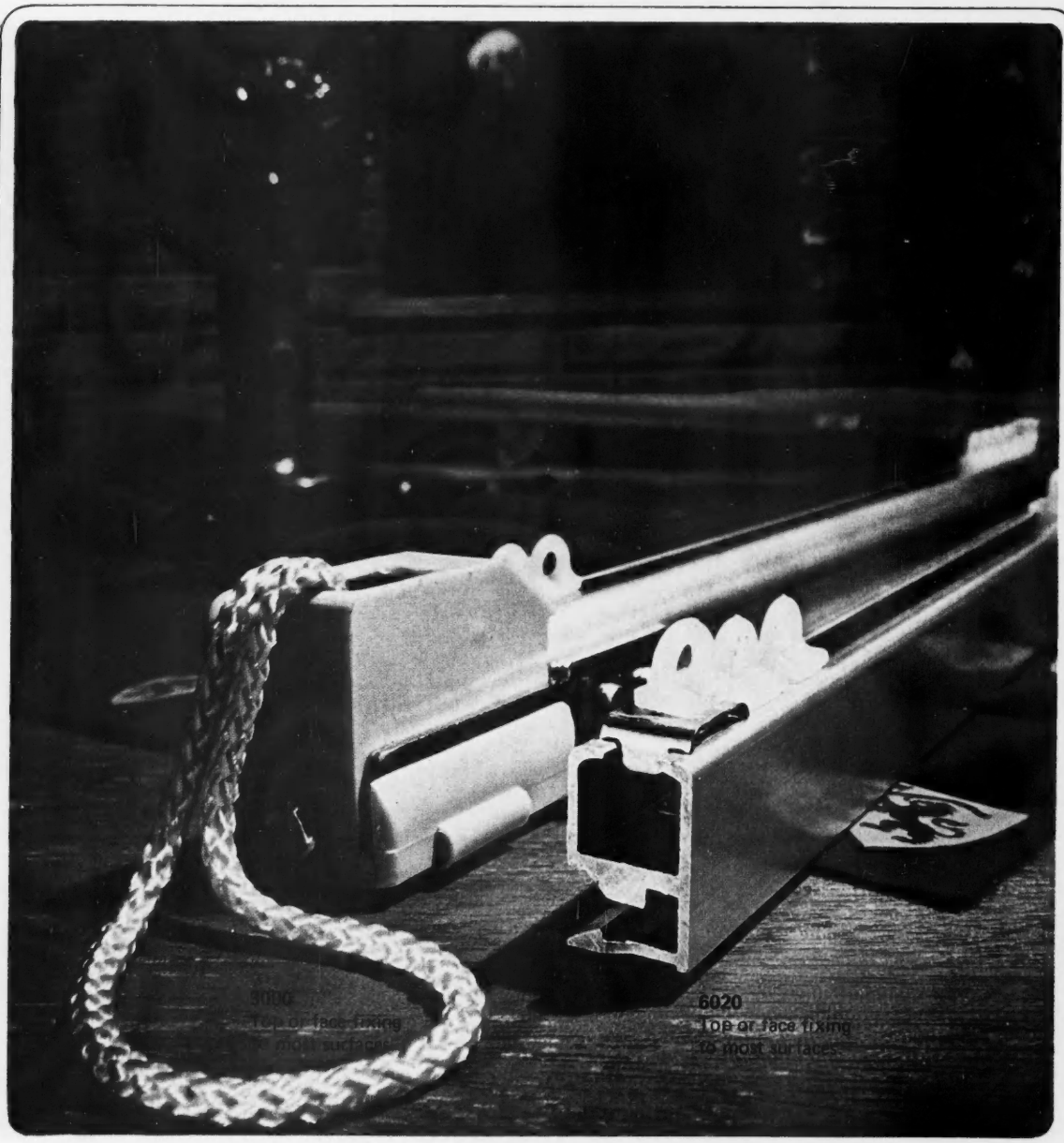

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